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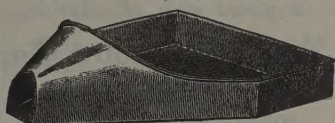
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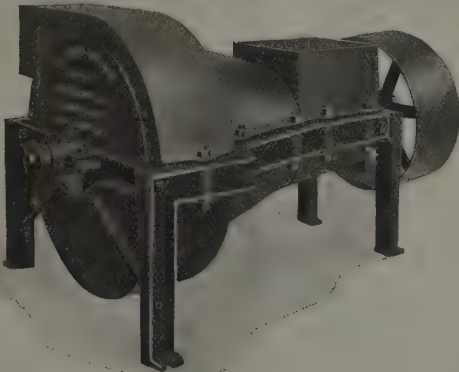
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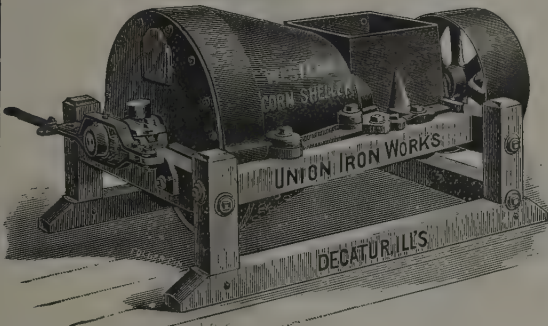
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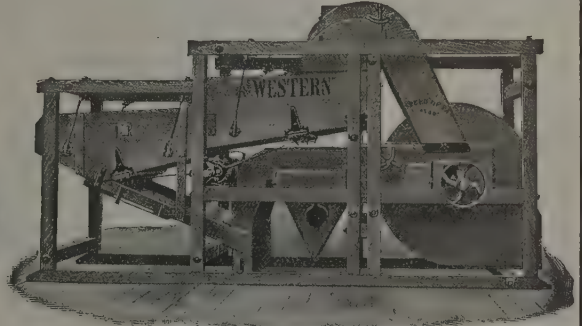


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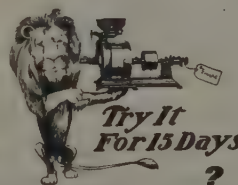
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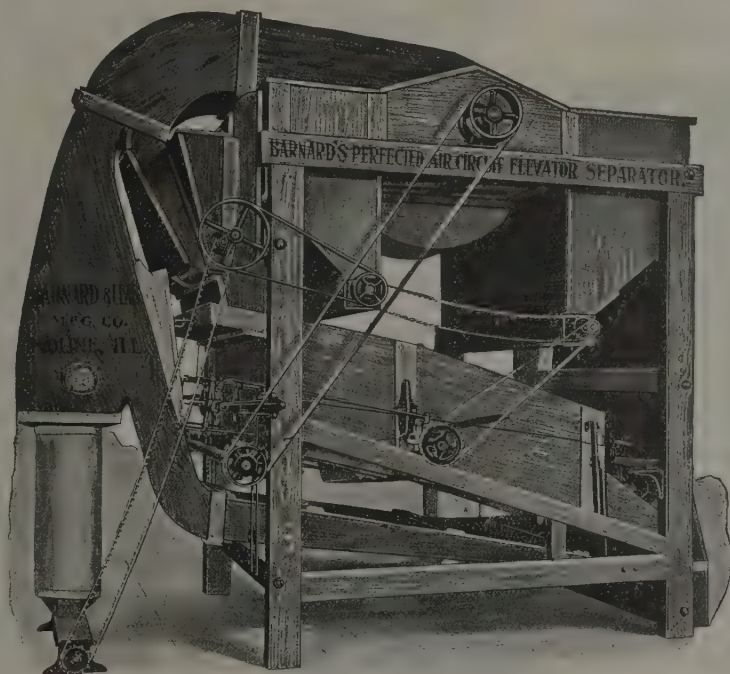
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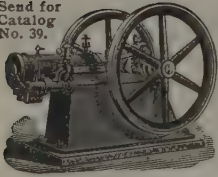
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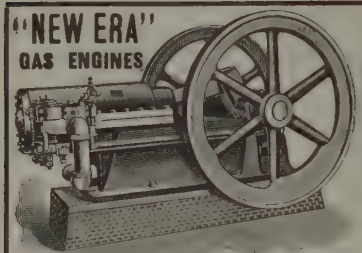


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The Alamo GASOLINE ENGINES..

HIGH GRADE
AUTOMATIC
SIMPLE
ECONOMICAL
SAFE



"The Standard"



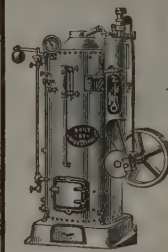
SCALES

For All Purposes

ACCURATE
DURABLE
SENSITIVE
RELIABLE
GUARANTEED

THE STANDARD SCALE & SUPPLY CO.

127-129 Market Street, CHICAGO, ILL.



Hold

your order for a
power outfit until
you have looked in-
to the merits of our

LEFFEL
Engines and Boilers.

The small upright
shown here is but
one of the large
number of styles and sizes we make.
This one is specially adapted to use
where space for setting is limited.
It is a perfect power for

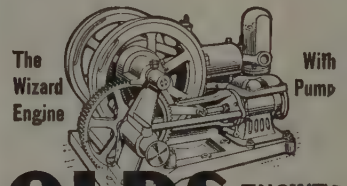
**GRINDING, SHELLING,
ELEVATING, ETC.**

Very simple, safe and efficient. Takes
but little fuel, waste cobs furnishing
more than enough. Don't buy a power
of any kind until you write us for
estimates, etc.

Send for our free book, "Power Econ-
omy and Efficiency."

JAMES LEFFEL & CO.

Box 153, Springfield, Ohio.



OLDS ENGINES

Economical Power

In sending out their last
specifications for gasoline en-
gines for West Point, the U. S.
War Department required them
"to be OLDS ENGINES or equal."
This speaks volumes for our en-
gines. It means they excel all
others, or the U. S. Government
would not demand them.

They are the horizontal type, 2
to 100 H. P., and are so simply
and perfectly made that it requires
no experience to run them, and

Repairs Practically Cost Nothing

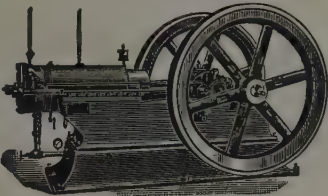
Send for a catalogue of our Wizard En-
gines, 2 to 8 H. P. (jump-spark ignition,
the same as in the famous Oldsmobile)
the most economical small power en-
gine made; fitted with either pump-
jack or direct-connected pump.
Or, our general catalogue,
showing all sizes.

OLDS
GASOLINE ENGINE
WORKS,
Lansing, Mich.

POWER FOR GRAIN ELEVATORS.

WAYNE GASOLINE ENGINES

NOT THE CHEAPEST BUT THE BEST

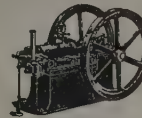


Send for Catalog of our Special Elevator Engines.

FT. WAYNE FOUNDRY & MACHINE CO.
FT. WAYNE, IND.

BRUNNER ELEVATOR ENGINE

FOR GRAIN ELEVATORS
From 1 to 30 H. P.



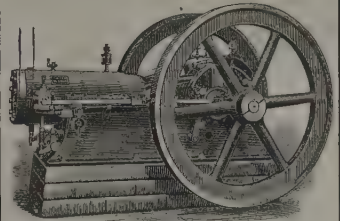
Write for descriptive circular.

Charles Brunner, Mfr.
PERU, ILL.

SOLD ENGINE THRU AD.

John H. Doyle, Longview, Ill.:
"Please discontinue my advertisement in the Grain Dealers Journal, as I have sold my engine thru the ad., and could have sold one-half dozen engines if I had them."

The FOOS



Has the Commendation of all Elevator Men who have used it. :: ::

Catalogue 20 Gives the Reasons

The Foos Gas Engine Co.
SPRINGFIELD OHIO

OTTO ENGINES

Economy is Wealth

If you knew that one engine would do your work on less fuel than another, you would surely choose the more economical one. Thousands of users have decided in favor of the Otto to their everlasting profit. We have taken part in many competitive tests and never failed to show a 10% saving over the competing engine. In most cases we have done the same work on from 20 to 33 1/3% less fuel. The first cost of the "Otto" is a little greater but you get it all back—and more.



OTTO GAS ENGINE WORKS, Phila., Pa.
STANDARD OF THE WORLD

Gas Engine Books

Operators of gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

THE PRACTICAL GAS ENGINEER, by E. W. Longenecker, M. D., Price, \$1.00.

THE GAS AND GASOLINE ENGINE, by Norman & Hubbard, Price, \$1.00.

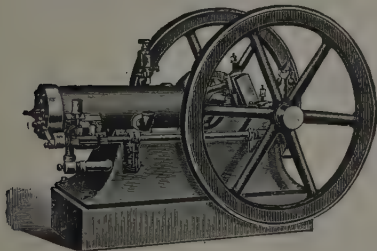
THE GAS ENGINE HANDBOOK, by E. W. Roberts, Price, \$1.50.

GAS ENGINE TROUBLES AND REMEDIES, by Albert Stritmatter, Price, \$1.00.

For any of the above address,

Grain Dealers Journal
255 La Salle St. Chicago, Ill.

CALLAHAN GASOLINE ENGINES



Grain Elevator Machinery and Supplies

C. D. Holbrook & Co.

MINNEAPOLIS, : : MINN.



FAIRBANKS-MORSE & CO.

Chicago, Ill.
St. Louis, Mo.
Omaha, Neb.
San Francisco, Cal.
Cincinnati, Ohio
Louisville, Ky.
Denver, Colo.
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St. Paul, Minn.
Minneapolis, Minn.
Portland, Ore.
Cleveland, Ohio
Indianapolis, Ind.
Kansas City, Mo.
Salt Lake City, Utah
Los Angeles, Cal.

You ought to use Fairbanks Scales and Fairbanks-Morse Gasoline Engines, for the same reason that they were given the Highest Award at the Louisiana Purchase Exposition, St. Louis, 1904. THEY ARE THE BEST.

Send for descriptive catalogue No. 550



The Gas and Gasoline Engine and Its Age

Is a practical hand book of questions and answers on difficult problems, which may arise in the care and operation of a Gas or Gasoline Engine. It is a reference book for users and those contemplating the purchase of a gas or gasoline engine.

It is well bound in cloth covers, printed on book paper and of convenient size. Profusely illustrated. Price, \$1.00.

GRAIN DEALERS JOURNAL,

255 La Salle St., Chicago, Ill.

THE PRACTICAL GAS ENGINEER

(3rd Edition)

If you operate a gasoline engine you need this book for it tells about the operation and care of one. Written by a man of practical experience. Contains 140 pages neatly bound in cloth. Price \$1.00.

GRAIN DEALERS JOURNAL
255 La Salle St., Chicago.

The Corn Dealers
Best Friend During
the Spring Months
is a

HESS DRIER

Used Everywhere.

Free Booklet

HESS

**707 TACOMA BUILDING
CHICAGO**

If you want anything for your elevator and do not know where to find it, write us.

Bifurcated Loading Spout

With a fall of 30 feet you can put 30,000 pounds of oats in a car in five minutes. Can be operated entirely from outside of car. Can be hinged to a wooden spout and is always ready to swing into a car. The grain can be thrown to any part of the car, thus loading uniformly without extra trimmers.

This spout is made of iron and is iron lined. The linings are so constructed that they can be removed and new linings put in place, thus making it good as new, and at a small cost.



GET OUR CATALOG

SKILLIN & RICHARDS MFG. CO.
CHICAGO, ILL.

Everything for your Elevator.

Clark's Decimal Grain Values.

Saves Time, Money and Prevents Errors.

It shows at a glance or with the simplest addition the cost of any quantity of grain at any possible market price and reduces pounds to bushels on the same page.

The values are shown directly from the pounds without reducing to bushels.

Quantities are shown in red figures, and values in black. The price being given at top and bottom of columns on each page.

Reductions to bushels are given in two columns, the larger showing the equivalent of the full line, or thousands, in the quantity column; the smaller the hundreds only.

The complete book comprises four sets of tables as follows:

No. 31. Oat Values 10 to 79 cts. per bushel and reducing any weight to bushels of 32 pounds. Bound in manila. Price, \$2.00.

No. 32. Corn, Rye and Flax Seed Values, 10 cts. to \$1.09 per bushel, and reducing any weight to bushels of 56 pounds. Bound in manila. Price, \$2.00.

No. 33. Wheat, Clover, Peas and Potato Values, 30 cts. to \$1.59 per bushel and reducing any weight to bushels of 60 pounds. Bound in manila. Price, \$2.00.

No. 34. Barley and Buckwheat Values, 20 cts. to 1.49 per bushel, and reducing any weight to bushels of 48 lbs. Bound in manila. Price, \$2.00.

These tables can be used for Timothy Seed at 45 pounds per bushel and for Corn in the Ear at 70, 72, 75 and 80 pounds per bushel.

No. 35. The complete book contains the four sets of tables, printed on best linen ledger paper and bound in cloth half leather. Price \$6.00 per copy.

No. 36. The same as No. 35, but printed on 80-lb. book paper. Price \$5.00 per copy.

For any of the above, address

Grain Dealers Co.,
10 Pacific Ave. Chicago, Ill.

The grain trade's accepted medium for "Wanted" and "For Sale" ads. is the GRAIN DEALERS JOURNAL of Chicago, because such ads. placed in it bring quick returns.

Shippers' Record Book No. 20.

Is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads.

Price, \$1.75. Address

GRAIN DEALERS COMPANY, 255 LA SALLE ST., CHICAGO, ILL.

WUD U SELL OUT?

Then read the advertisements in the "Elevators Wanted" column of the Grain Dealers Journal, or better still, advertise your property in the "Elevators For Sale" columns of the Grain Dealers Journal, and get your own price for it. Ads in this column cost only 15 cents per line, yet bring quick returns.

Grain Dealers Journal, 255 La Salle St., Chicago

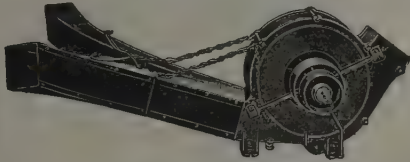
POWER CAR LOADERS FOR ELEVATORS.

THE BOSS LOADER PLEASES ALL.

Maroa Mfg. Co., Maroa, Ill.

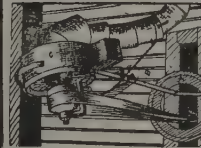
Gentlemen:—A short time ago you wrote us asking us how we liked your car loader. We had then just put it in and had not tried it, but since then we have thoroughly tested it and are well pleased with it. Have loaded corn at the rate of better than 2500 bushels per hour all with no trouble and very little power. Wishing you the best of success, we remain,

Yours very truly, M. J. LEE & SON.



MAROA MFG. CO., Maroa, Ill.

Further use of the machine must have confirmed their trials because they ordered one for their house at Redmon, Ill., just two months after that was written, and in July, 1904, they sent us another mail order for a loader for their elevator at Attica, Ind. If you have to scoop the grain back to the ends of the cars, write us to send one of these machines on trial and tell us about how fast you wish to load, as we make them in five sizes.



NELSON

Car Loaders

Are O. K.

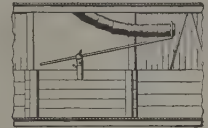
Shipped on Trial

Write E. B. Nelson
Burchinal, Iowa
Patentee & Mnfr.

If not in need of a Car Loader you need a

Nelson Flexible
Spout Holder
Sold for \$5.00 on
ten days' trial.

E. B. NELSON
Burchinal, Iowa
Patent applied for



Any Weight

of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents.

GRAIN DEALERS JOURNAL,

255 LaSalle Street,

CHICAGO,

ILL.

The Western Air Blast Grain Loader

Loads, cleans and cools all at the same time. Latest and best, less power, perfect service. No more cracked corn, cleaner and better grain. After spending about two years in studying this problem we have found the proper principle for loading grain into cars and have perfected a machine which applies the principle of loading grain by air pressure, perfectly. We now have a number of these machines in operation.

Write us for descriptive catalogue and testimonials, prices, etc.

FAIREST WHEEL CO. :: :: PANA, ILL.

Grain Register No. 12 AA

This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8½x14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on Sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

FOR SALE BY

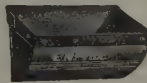
GRAIN DEALERS COMPANY, 255 LaSalle St., CHICAGO, ILL.

Sales, Shipments and Returns Book

is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding SALES and SHIPMENTS; the right-hand pages for RETURNS. Under SALES the column headings are Date, Amount Sold, Price, Grain, Terms. Under SHIPMENTS are Date, Car No. and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under RETURNS are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

No. 14 AA contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Price \$2.00.

GRAIN DEALERS JOURNAL, 255 La Salle St., CHICAGO, ILL.



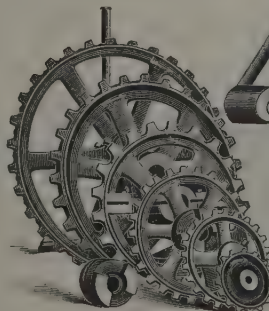
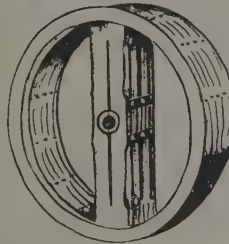
SEND YOUR SPECIFICATIONS TO US

Complete outfits in stock for prompt shipment.

K. C.
MFG. & SUPPLY CO.

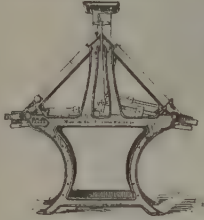
427-429-431 W. 5th St.
Kansas City, Mo.

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SCALES FOR GRAIN ELEVATORS.

**GOLD MEDAL
ST. LOUIS :: 1904**



THIS SCALE

Automatically fills, weighs, counts the bags and shifts cut-off valves. Operator supplies empty bags. Shipped on trial, subject to your approval.

They are: Simple, because they are not complicated or intricate.
Cheap, because they are simple.
Durable, because they are built that way.
Fast, because the flow of material is never checked.
Accurate, because they are adjusted, balanced and graduated with U. S. Standard Test Weights.

They are: Simple, cheap, durable, fast and accurate, because we guarantee them, and they must be that way.

For literature address

THE AUTOMATIC SCALE CO., Ltd.

Minden, Louisiana.

GRAIN RECEIVING LEDGER FORM 43

Is designed for use by grain buyers who keep individual accounts and is ruled for facts regarding wagon loads received from farmers. Each book contains 200 pages and each page is ruled for records of 42 wagon loads. The pages are numbered and a good index is bound in front part of book. Each page can be used for one or more accounts as desired.

The pages are 8½x13¾ inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks. The paper used is heavy linen ledger, bound in heavy cloth half Russia.

Price \$2.00

Grain Dealers Company
255 La Salle Street CHICAGO, ILL.

Grain Dealers' Scale Tickets.

BOOK NO. 51.

This scale book contains 100 pages 8x11¼ inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net.... bushels.... pounds, Price, Dollars and Fees.

It is printed on manila paper bound in heavy board covers and pages are perforated so that tick-ets can be removed from book quickly and without tearing them.

Book No. 51, Price 75 cent. Address

GRAIN DEALERS COMPANY
255 La Salle Street, - Chicago, Ill.

AUTOMATIC SCALES

SACKING

Accurate Net Weights
Five Sacks per Minute

W. E. SMITH, Sales Agent
47 Plymouth Place, CHICAGO

RICHARDSON SCALE CO.

17, 19 Park Row, N.Y. City.



GOOD LOCATIONS

You can find a good location for your new elevator by placing a liner ad. in the "Wanted" columns of the Grain Dealers Journal. The cost is 15c per line each insertion. Try it.

Automatic Scales



for weighing grain into cars, bins or sacks.

Guaranteed to be accurate, reliable and durable. Sold on approval. Prices reasonable. Write for particulars.

McLEOD BROS., Marietta, Kans.

Duplicating Scale Ticket Book

No. 62 is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt.; Price per Bu.; Driver on. Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that when the weigher tears out a ticket and gives to each driver, he retains a fac-simile of each scale ticket given out. 800 tickets in each book. Price, \$1.25.

GRAIN DEALERS COMPANY

255 La Salle Street

CHICAGO, ILL.

State Demurrage Rules.

Compiled by JOHN B. DAISH,
President American Shippers Assn.

Is a compilation of rules relating to demurrage, so-called reciprocal demurrage or delayage, which have been enacted by the legislatures of the several states or promulgated by commissions organized under state authority.

It contains a digest in tabulated form of the demurrage rules, a copy of the South Carolina form for ordering cars, and a list of the states in which adequate car facilities must be supplied.

Price, \$1.00.

GRAIN DEALERS JOURNAL

255 LaSalle St., Chicago, Ill.

GRAIN ELEVATOR BUILDERS.

T. E. IBBERSON

Designer and Builder of
GRAIN ELEVATORS
310 Corn Exchange, Minneapolis

F. W. LEHRACK
1705 Cypress Ave. - Kansas City, Mo.
MILLWRIGHT, BUILDER
of up-to-date Grain Elevators, Waterproof
Pits, etc. Dealer in Mill and Elevator
Supplies, Gas and Gasoline Engines.
WRITE ME FOR PRICES

N. A. GRABILL
Contractor and Builder of
Grain Elevators
Plans and estimates furnished quickly
DALEVILLE, IND.

MODERN GRAIN ELEVATORS

Completed under one contract.
Plans and estimates promptly furnished.
Correspondence solicited.
R. M. VAN NESS, Fairbury, Neb.


Grain Elevators

P. H. PELKEY Elevator Contractor

FULL LINE OF ELEVATOR AND MILL
SUPPLIES, SCALES AND LEWIS GASO-
LINE ENGINES CARRIED
IN STOCK AT
WICHITA, KAN.
118 S. LAWRENCE AVE.

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Builder and Contractor of
GRAIN ELEVATORS
306 Boston Block
MINNEAPOLIS, MINN.

T. F. COSTELLO **LEONARD WEST**
T. F. COSTELLO & CO.
CONTRACTORS & BUILDERS OF
Grain Elevators
AND
Warehouses
Plans and Specifications Furnished. Call
on or write us.
412 S. Third St., Minneapolis, Minn.



**MODERN
GRAIN
ELEVATORS**
Any Style and Capacity
Designed and Built by
L. O. HICKOK
MINNEAPOLIS,
226 FIRST EXCHANGE, MINN.

HONSTAIN BROTHERS

Successors to
Honstain, Bird & Co.
Contractors and Builders of



**Grain
Elevators**
306
Corn Exchange
**MINNEAPOLIS,
MINN.**

Tele-
phone
9467

The grain men are learning that
"Younglove" is in busi-
ness by himself, and for himself.

Proof.—read the news items.

We still have a few Booklets
left.

YOUNGLOVE CONSTRUCTION CO.
MASON CITY, IOWA
Lock Box No. 478

Car Load Tables

Reduce pounds to bushels in car load lots. Oats (32 lbs.), six
tables, 20,000 to 80,000 lbs. Corn (56 lbs.), eight tables, 20,000 to
108,000 lbs. Wheat (60 lbs.), eight tables, 20,000 to
108,000 lbs. Barley (48 lbs.), six tables 20,000 to 86,000 lbs.
The tables are printed in two colors on good paper. Price,
Leather binding, \$2.00; Cloth binding, \$1.50.
GRAIN DEALERS JOURNAL, 255 LaSalle St, Chicago, Ill.

THE VALUE OF AN ADVERTISEMENT

Depends upon placing it be-
fore the right persons. You
can get your advertisements
before the grain dealers of the
country by using this space.

TO MAKE A LONG TAIL SHORT CUT IT OFF

You can also cut off your troubles when
you want an elevator built if you let us
design and build your elevator.

**We Make a Business of Cutting Off Your
Troubles and Expenses.**

BURRELL ENGINEERING & CONSTRUCTION CO.
263-265 La Salle Street, CHICAGO

GRAIN ELEVATOR BUILDERS.**Younglove & Boggess Co.****ENGINEERS**

Designers and Builders of

Grain Elevators and Flour Mills

MASON CITY, IOWA

IF INTERESTED WRITE FOR PLANS AND ESTIMATES ON YOUR WORK.

SAM'L OLSON NIELS OLSON TOLLEF J. ENGH

OLSON, ENGH & CO.

ENGINEERS AND CONTRACTORS

**Grain Elevators and
Power Transmission**

160-162 N. Sangamon St., CHICAGO

Phone Monroe 1614

FRED FRIEDLINE, Elevator Contractor

CHICAGO, ILL.



Do you intend to build a new plant this year?

I will make complete plans and specifications at a moderate cost and charge you nothing for them should I get complete contract. The equipment and ability to do it *quick* is mine. I am out for business, write me your wants. Let me plan and build your elevator. *Either address—Chicago or Little Rock, Ark.*

STEEL**Twenty Million**

Bushels Capacity
of Our Construc-
tion now in use.

WRITE FOR ESTIMATES

STEEL STORAGE AND
ELEVATOR CONSTRUCTION CO.

BUFFALO, - N. Y.

STORAGE**Complete Grain Elevators
and Flour Milling Plants**

Designed, erected and equipped
ready for operation. PLANS
drawn to suit any location and
ESTIMATES SUBMITTED.
Elevators built in either steel,
wood or combination materials.

Steel Fire Proof Elevators a Specialty

Write for my late Illustrated Catalog
on Grain Elevators. It will interest you.

CORRESPONDENCE SOLICITED

R. C. STONE

ARCHITECT

AND MECHANICAL ENGINEER
SPRINGFIELD, MO.

GRAIN ELEVATOR BUILDERS.

SQUARE BIN FIRE PROOF ELEVATORS

A SPECIALTY.
BRICK OR TILE.

We also have facilities for building modern country elevators quickly.

G. T. HONSTAIN

518 Corn Exchange
MINNEAPOLIS, MINN.

Macdonald Engineering Co.,

DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS

Monadnock Bldg. CHICAGO, ILL.

John S. Metcalf Co.

ELEVATOR BUILDERS

623 THE TEMPLE

Plans and Specifications a Specialty. CHICAGO

W. E. STARK

SUCCESSOR TO

C. A. LOWE

ELEVATOR BUILDER

ENID : : OKLA.

JOHN LUND & COMPANY

Successors to Lund, Rud & Co.

Contractors and Designers of Grain
Elevators

313 S. THIRD ST. MINNEAPOLIS, MINN.

We Build Elevators

ANY SIZE
TIME
STYLE
PLACE

H. G. BUSHNELL COMPANY

Engineers and Contractors

314 CORN EXCHANGE MINNEAPOLIS, MINN.



M. ROWE

Contractor and
builder of

Grain Elevators

CLARKSVILLE, IA.

FIREPROOF GRAIN ELEVATORS

WITHERSPOON-ENGLAR CO., Monadnock Block, Chicago

Designed and erected in any
part of the country. Write
for sketches and estimates.

JAMES STEWART & CO.

Contractors

GRAIN ELEVATOR DEPARTMENT

1811 Fisher Building :: :: CHICAGO

W. R. SINKS, Mgr.

R. H. FOLWELL, Engr.

We are prepared to design and build GRAIN ELEVATORS
any place of

Steel, Brick, Wood, Concrete, Tile

We also do General Contracting and have offices
in the following cities.

Write or call on any of them

NEW YORK
130-137 Broadway

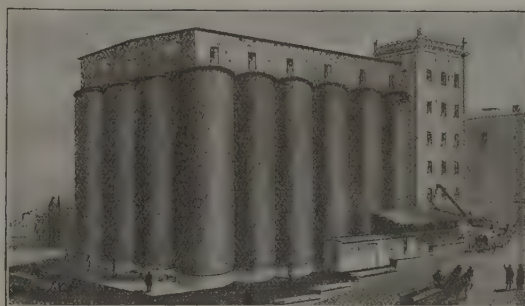
BALTIMORE, MD.
319 N. Charles St.

PITTSBURGH, PA.
Westinghouse Bldg.

ST. LOUIS, MO.
Lincoln Trust Bldg.

NEW ORLEANS, LA.
Hibernia Bank Bldg.

LONDON, ENGLAND
Savoy Hotel



This Steel Elevator and Tile Grain Storage
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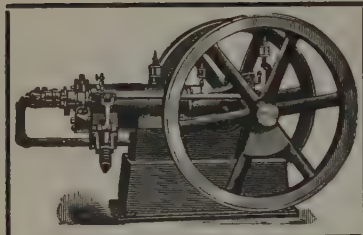
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The GRAIN DEALERS JOURNAL

GRAIN ELEVATOR SUPPLIES.



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Complete Equipments for Grain Elevators a Specialty.

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Passenger Elevators are not only a convenience but a necessity in well-equipped grain warehouses.

Easy to operate.
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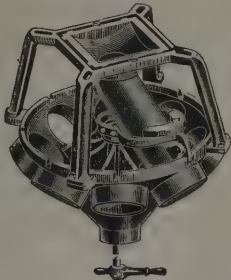
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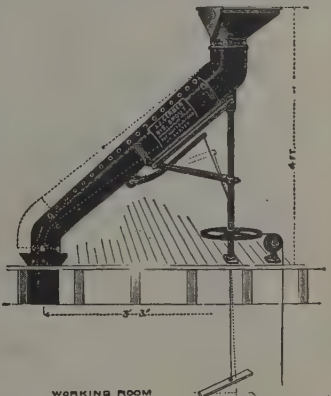
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Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,000 pounds to bushels of 56, 70, 72, 75, 80 and 32, 33 and 35 pounds. Printed in two colors, on heavy bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered, 50 cents.

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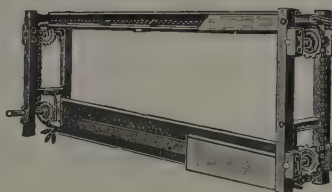
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Improved Chain Drag Feeder

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Suits all Locations

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We Manufacture a Complete Line of

**MACHINERY AND SUPPLIES, CORN SHELLERS,
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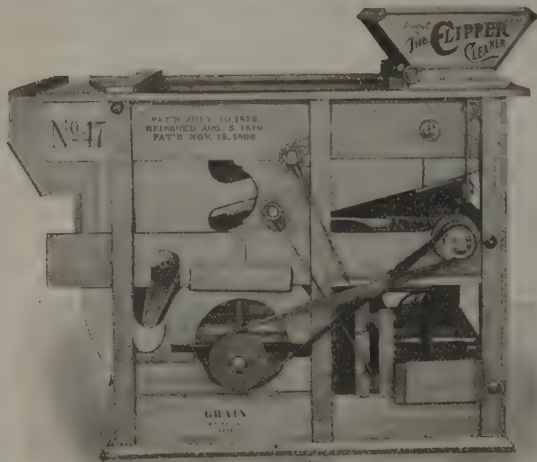
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The "CLIPPER" CLEANERS have no near neighbors. That they are the best Cleaners on the market is conceded by all experienced users.

The machine shown in this cut is especially adapted to cleaning seed and small grains and is one of the most popular cleaners that we manufacture. It is equipped with traveling Brushes, one for each Screen—upper and lower. These brushes keep the screens from clogging without personal attention, insure

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No Cracked or Broken Corn

is what you get when you shell your corn with a

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This sheller is made especially for elevator work, with capacities ranging from 300 to 1500 bushels per hour. It is the ideal sheller to use. Occupies small space. The best results are obtained, when sheller is to take ear corn direct from pit, by making the pit-bottom hopped from three sides toward a vertical side next to sheller with a large gate in the vertical side so the ear corn can flow out through same into the receiving hopper of the sheller.

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If you are building a new elevator or in need of machinery and supplies for your old one, we can save you money. Write us.

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GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

GASOLINE ENGINE, 6 H. P., cheap if sold at once. J. F. Cheatum, Cleveland, Kansas.

OTTO GASOLINE ENGINE for sale; 5-h. p., good condition. Address Chicago Grain & Elevator Co., Des Moines, Ia.

THOS. KANE GASOLINE ENGINE for sale. 5 H. P. Price \$125. Address Northwestern Grill Works, 1456 Milwaukee Ave., Chicago, Ill.

ST. LOUIS CORLISS ENGINE, 20x42, for sale. Good as new. For particulars apply to the Aug. J. Bulte Milling Co., Kansas City, Mo.

10 H. P. Otto Gas Engine in first class running order, also lot of pulleys, belting, shafting and hangers all for \$120. Address 403 W. Van Buren St., Chicago, Ill.

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FOR SALE—One new 11-in. by 12-in. Double Valve Automatic Engine, 60 horse power, for immediate delivery. A bargain. Aumen Machinery & Supply Co., Baltimore, Maryland.

Here's another bargain: **Horizontal Slide Valve Engine, 70 h. p.** Best of condition. Good as new. Can be seen at our works; \$200. H. W. Caldwell & Son Co., Chicago, Ill.

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FOR SALE—One 4 h. p. and one 3 h. p. 2nd hand Lennox engines; two 3½ h. p. Model 2nd hand engines; one new 4½ h. p. Webster upright engine. Will sell cheap. Address Lennox Machine Co., Minneapolis, Minn.

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FOR SALE at a bargain. One second hand 15 h. p. Columbus, one 10 h. p. Portable Ohio, all as good as new; also one 5 h. p. Lewis, one 5 h. p. Davis and one 25 h. p. Pierce in good condition. Address C. P. & J. Lauson, 103 West Water St., Milwaukee, Wis.

OTTO GAS or GASOLINE ENGINE for sale. 38 H. P., good as new but too small, now being replaced by 75 H. P. Will sell cheap for cash or a little cash and balance in time, payments to suit. Address The H. L. Strong Grain Co., Kansas City, Mo.

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FOR SALE—6 and 8 H. P. Fairbanks, 7 H. P. Charter, 10 and 14 H. P. Watkins gasoline engines. Address F. W. Coin, 153 S. Desplaines St., Chicago, Ill. **GASOLINE ENGINE EXPERT.**

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FOR SALE—2nd hand 140-lb Flour Bags; 200-lb. Bran Bags, etc., cheap. Wm. Ross & Co., 57 S. Water St., Chicago.

STEEL typewriter chair in good condition at half cost, or \$2.50, Chicago. Address F. B., Box 7, Grain Dealers Journal, Chicago, Ill.

NEW ADDRESSOGRAPH for \$30, cost \$75. Chains containing addresses of 700 Iowa grain dealers. Address C. A. Tower, Des Moines, Iowa.

FOR SALE, 740 feet of Ajax Transmission Rope, 1½ inch in diameter, 4 strands tallow laid, new, never been used. Address R. & Co., Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE; one steam boiler, one corn cleaner, one wheat cleaner, one hopper scale, one steam pump, one corn sheller, two sets elevators, shafting, pulleys and belting. For particulars address A. F. Herr, Groveport, Ohio.

SAVE MONEY ON MACHINERY, engines and boilers, pumps, feed water heaters, fans, blowers, air compressors, gasoline engines. All sizes in stock. Write A. L. Dawson & Co., 29 W. Washington St., Chicago, Ill.

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500 bu. Fairbanks Hopper Scale, sealed and tested, at \$75.00.

14x36 Allis Corliss Engine, at \$825.00; can furnish condenser.

Large stock of state inspected second-hand boilers, 5 to 150 h. p.

4 second-hand hoisting engines, A No. 1 condition.

Relaying rail, pipe beams, mill machinery and supplies. Address Manufacturer's Supply Co., Minneapolis, Minn.

SECOND-HAND MACHINES for sale.

2 No. 5 Richmond Bran Dusters,

1 No. 4 Richmond Bran Duster,

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1 No. 3 Monitor Adjustable Polishing and Separating machine,

1 No. 5 Richmond Upright Adjustable Grain Scourer,

1 No. 6 Richmond Horizontal Scourer,

1 No. 1 Mortin Centrifugal Reel,

6 9x24 Allis Double Roller Mills,

2 9x30 Allis Double Roller Mills,

1 9x18 Allis Double Roller Mill,

1 9x24 Allis two pair high, four Roller Mill,

3 Barnard & Leas Flour Packers,

Shafting & Pulleys & Gearing.

The above are in good condition and will be sold cheap. Address Elevator

Milling Co., Springfield, Ill.

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CLEANER—No. 1½ Barnard & Leas and one No. 00 Monitor Scourer, cheap. J. F. Cheatum, Cleveland, Kans.

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FOR SALE—1 No. 2 Marseilles sheller; used one year; 1 100-bushel U. S. hopper scale. Both in good condition. Address, M. J. Lee, Redmon, Ill.

FOR SALE, Marseilles Corn Sheller, slightly used. Price \$150 f. o. b. cars Cincinnati. For further information address The Gale Bros. Co., Cincinnati, O.

TWO NO. 1 cob crushers for sale. Also Beall non-vibrating corn cleaner; ½ N. & M. corn meal purifier; No. 3 Excelsior bran duster and many other machines. Write for list No. 21. Address A. S. Garman & Sons, Akron, O.

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One Richmond City Feed Mill, complete.

One Corn Screen, 20x50, 16 mesh wire.

One Standard Hopper Scale, 200 bushels.

One Standard Platform Floor Scale, 3500 pounds. Address C. H. Dempwolf, York, Pa.

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CORLISS ENGINE for sale. 35 H. P. and one 50 H. P. boiler in good condition. Address W. H. Bickel, Vinton, Iowa.

FOR SALE: 1 boiler, 16x66; dome 32x36; 54 4-in. flues, with fronts in good order. Frank G. Ely, Traders Bldg., Chicago, Ill.

THREE 72x20 second-hand boilers that will stand 175 lbs. cold water pressure or 125 lbs. steam pressure; in first class condition. A bargain. Address Manufacturers' Supply Co., Minneapolis, Minn.

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Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL

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BUSINESS OPENING. Feed store and elevator. Address F. S. Butler, Richmond, Ind.

ELEVATORS FOR SALE; if you mean business, write for my list. Aaron Smick, Decatur, Ill.

TWO ELEVATORS for sale. Large territory. Price, \$4,500. Address Lock Box 121, Menlo, Iowa.

THREE ELEVATORS for sale; new, modern; in good territory in Minnesota. Address S'm, Box 6, Grain Dealers Journal, Chicago, Ill.

I WILL sell my elevator, feed mill and lumber yard at Bryant, Ia.; doing a good business in all lines. N. J. Millhaem, Miles, Iowa.

FOR SALE—I have several very desirable elevators in my hands for sale. For particulars call on or address, E. B. McComb, 21 Board of Trade, Indianapolis, Indiana.

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NEW IOWA ELEVATOR in good corn and oats country for sale; capacity 16,000 bushels; good business town. Address Bargain, Box 8, Grain Dealers Journal, Chicago, Ill.

LINE OF THREE ELEVATORS in central Iowa on C., M. & St. P. Ry. for sale. Good territory and good business. Reason for selling other business. Address N. S. Beale, Tama, Ia.

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ELEVATOR for sale, in large Manitoba wheat center, capacity 20,000 bu., office, siding, etc. \$3,600 cash. Address The Locators, Merchants Bank Bldg., Winnipeg, Manitoba, Canada.

ELEVATOR, GRAIN AND COAL business for sale at one of the best stations in Central Illinois on Wabash Railroad; ideal location, good town, good schools, good churches; 600,000 bu. station. Address Post, Box 8, Grain Dealers Journal, Chicago, Ill.

FIRST CLASS, modern, cleaning, grading and transfer elevator. Track and hopper scales, power shovel, automatic loader, best of grading and cleaning machinery; fine location. Good reasons for selling, at "snap" price if sold soon. Address W. C. Hayward, Davenport, Iowa.

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ELEVATORS FOR SALE.

ELEVATORS FOR SALE, price fair. Address, Jas. Munns, Corning, Ia.

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ELEVATOR for sale or rent. Up-to-date elevator at a good grain point, with exclusive wood and feed business in connection. J. H. Fitzgerald, Oriska, N. D.

FIRST CLASS ELEVATOR for sale. Good business; price right. It will pay you to investigate. For particulars address C. H. Cooper & Sons, Hancock, Ia.

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ELEVATOR FOR SALE at Walcott, Ia. Capacity 45,000 bushels. Engine, 35 horse power. Best of condition. Located on C., R. I. & P. tracks. Address Schwarzing & Co., Walcott, Ia.

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ELEVATOR FOR SALE in southwestern Iowa on main line of C., B. & Q. Doing good business. Hopper scales, gasoline engine. Address Wish, Box 12, Grain Dealers Journal, Chicago, Ill.

ONE NEW 10,000 BUSHEL ELEVATOR and coal trade for sale. Good grain and hay point. One corn dump. Reason for selling, other business to look after. W. L. Bristoll, Mt. Blanchard, Ohio.

ELEVATORS AND FLOUR MILLS for sale in the grand wheat growing centers of Manitoba, Saskatchewan, Assiniboia and Alberta. Write for particulars to The Locators, Merchants Bank Bldg., Winnipeg, Manitoba, Canada.

ELEVATOR FOR SALE in southwestern Ohio on main line "Great Central Route." Town 12,000 inhabitants. Doing good business. 500 bu. hopper scale. 15 H. P. gasoline engine. Splendid opportunity. Address Frank Schmitt, Box 154, Middletown, Ohio.

TWO NEW IOWA Elevators in adjacent towns in good corn and oat country for sale; capacity of each 25,000 bushels; equipped with sheller, cleaners and 15-h.p. gasoline engines. Reason for selling, going out of business. Address C. D. S., Box 8, Grain Dealers Journal, Chicago, Ill.

GOOD ELEVATOR in central Ohio for sale. Cribbed construction, 12,000 bu. capacity, 22 H. P. gasoline engine, hopper, wagon and platform scales. In splendid farming country. Good wheat, corn, oats and hay point. Only elevator in town. Only reason for selling is physical infirmity. Address Lock Box 327, Marion, Ohio.

ELEVATORS FOR SALE.

ELEVATOR AND COAL business for sale. Cheap if sold soon. Charles F. Lambert, Orestes, Ind.

THREE ELEVATORS in central Iowa for sale. For particulars write Box 314, Luverne, Minn.

ELEVATOR FOR SALE, nearly new, 12,000 bushels capacity. Good opportunity. A. C. Bohrnstedt, Cadott, Wis.

ELEVATOR for sale in good town in Iowa, on railroad. Well equipped, everything needed to handle seed and grain. Write Hartley & Pownall, Centerville, Ia.

COMBINED ELEVATOR and hay shed for sale; gasoline power. Also coal business in connection, in excellent grain and hay territory in Northwest Ohio. Good town. Price, \$2,000. Address D. Box 5, Grain Dealers Journal, Chicago.

SMALL ELEVATOR and feed mill on Grand Trunk Railway. Best location in lower Michigan. Fine opening for grain buyer. Small amount will buy, account of old age and disability of owner. Address M. N. Sweet, Ellicott Sq., Buffalo, N. Y.

GOOD ELEVATOR for sale; 20,000 bu. cribbed; doing good business; will handle 85,000 to 90,000 bushels this year. Good coal business; all located in Central Iowa. For particulars address L. D., Box 7, Grain Dealers Journal, Chicago, Ill.

GRAIN, FLOUR, FEED & COAL business in best business town in Illinois. Only Hard coal dealer, only Flour jobber in town of 16,000 people. Good grain point; large feed business, both wholesale and retail; a bargain if taken quick. Address Wan, Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, 15,000-bu. capacity, for sale, with corn sheller and warehouses to store 50,000 bu. of grain; good wholesale and retail trade; in good black land country; with good corn crop now made; same will begin to move by September 15th. Address, O. H. Black, Leonard, Texas.

GRAIN, LUMBER and milling business for sale. Central Iowa; elevator capacity, 40,000 bu.; crib capacity, 25,000 bu. Big corn crop; good town, 400; good school, church, and banking facilities. For full description, price and terms, address Berts, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, lumber and coal business in Western Indiana for sale. 15,000 bu. capacity, handles about 200,000 bu. corn, oats and wheat per year. Lumber shed, 56x60. Coal bins for 250 tons. No competition in either line. Good town, churches and schools. Address Day, Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, COAL AND FEED business for sale. Capacity 15,000 bu. with two dumps, handling from 90,000 to 125,000 bu. a year and from 2,500 to 3,500 tons of coal a year, also a good feed business in connection, price \$4,000, a good opportunity for somebody, reason for selling very poor health. One good year's business will nearly clear it. Address Burke Bros., Vinton, Iowa.

ELEVATORS FOR SALE.

GOOD ELEVATOR for sale. Almost new; 15,000 bu. capacity; in good grain country; at a bargain. Address W. E. Poole, McCoysburg, Indiana.

ELEVATOR at Waverly, Ill., and Girard, Ill., for sale. Fine proposition. Other interests reason for selling. Address H., Box 228, Waverly, Ill.

FOUR Minnesota elevators on the Omaha, one equipped for cleaning, for sale. All good points. Address Minnie, Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE. Two in central Illinois, handle 300,000 bu., in good repair, in fine towns, also handle coal. 25,000 and 20,000 bu. cap. Address Haw, Box 9, Grain Dealers Journal, Chicago.

GOOD ELEVATOR for sale. 25,000 bu. capacity, south-western Indiana, good grain country, corn, wheat and oats. A good property for parties meaning business. Address Ray, Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Cheap, at Altamont, Ill., one of the best arranged Grain Elevators and Implement houses; also large coal house with ground; good opening for a grain, hay, coal and live stock man. Price, \$3,500.00. Located on B. & O. Wabash, Vandalia and C. & E. I. R. R.'s. Address Byron Piper, Altamont, Ill., or A. F. W. Luehrmann, St. Louis, Mo.

INDIANA ELEVATOR for sale. Nearly new and modern in every respect. Capacity, 12,000 bus.; 4,000 bus. ear corn. Bins cribbed; 22 h. p. gasoline engine. No competition; large territory, as good as there is in the state. Will handle from 125,000 to 175,000 bus. of corn, wheat and oats per year. Splendid coal, feed, flour and tile trade in connection. These side lines netted over \$1,200 profit the last year. Good location for lumber business. Price, \$6,000. Best of reasons for selling. Investigate quickly and thoroughly; this business will stand it. Address T. G., Box 5, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS.

WILLIAMS Typewriter, No. 4, little used, at half price. Address Victor Nelson, 502 Traders Bldg., Chicago, Ill.

ASK YOUR DEALER for the Usona Manila Rope Dressing and the Ivy Bar Belt Dressing or write to the manufacturers. Messrs. Scott & Co., Chicago.

FOR SALE—Lands in central South Dakota at right prices. A first class investment and safer than a bank. Address J. S. Irwin, Blunt, South Dakota.

WRITE to "THE LOCATORS," 62 & 63 Merchant's Bank Building, Winnipeg, Manitoba, Canada, if you are seeking flour mills or elevators in the best wheat growing center of Canada. Every important proposition coming on the market in Canada is listed with them.

WHOLESALE AND RETAIL FLOUR AND FEED business for sale in a town of about 25,000 inhabitants. Clear profit last year about \$150.00 per month. Almost no competition. Owner must quit business on account of health. Also 75 bbl. flour mill for sale. Has cleared present owner 33 1/3 per cent on investment. Address Cul, Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WANTED AN ELEVATOR to rent. Address Box 62, Parkersburg, Ia.

WANTED. To buy or rent an elevator, Indiana preferred. Address Box 12, Lafayette, Ind.

ELEVATORS WANTED in Illinois, at a price for which they can be sold. Aaron Smick, Decatur, Ill.

WANTED — To buy elevators doing good business. Address Box 31005, Grain Dealers Journal, Chicago, Ill.

ELEVATOR or Lumber Yard wanted in exchange for stock of general merchandise. Address Don, Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED in corn belt of Indiana in exchange for 320 acres of level, black loam land, adapted to either farming or grazing. Address T. B. W., Box 6, Grain Dealers Journal, Chicago.

LOCATIONS.

MILLERS!—The town of Wolseley, Assa., Can., is prepared to bonus \$3,000 for a mill of 75 barrels or over. Write Sect'y Board of Trade, Wolseley, Assa.

THE BELT RAILWAY OF CHICAGO transfers freight cars between the different railway lines, industries and warehouses in and about Chicago. Its tracks extend from the C., M. & St. P. Junction (Cragin) to South Chicago and the South Chicago docks, connecting with all railways entering the city. Industries located on the line of the Belt Railway are afforded unequalled switching facilities and the great advantage of connections with all Chicago railroads. This advantage, which enables shippers to avail themselves of competitive rates, can hardly be overestimated, and as the Belt Railway handles interchange business between all connecting lines, there is an abundant supply of cars for shipments of all kinds.

Parties contemplating the establishment of industries, warehouses, elevators, etc., in the vicinity of Chicago are invited to communicate with the President and General Manager of THE BELT RAILWAY, who will promptly furnish them with full information in regard to desirable locations, switching rates, car supply, etc., etc. Address B. Thomas, Pres't, Room 13, Dearborn Station, Chicago.

Low Colonist Rates to the West.

The Chicago Great Western Railway will from March 1st to May 15th sell Colonists tickets to California, Oregon, Washington, British Columbia, Idaho, Montana and Utah at greatly reduced rates. For further information apply to F. P. LASIER, City Passenger and Ticket Agent, 115 Adams Street, Chicago.

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

MILLS FOR SALE.

FLOUR MILL in Manitoba, stock and buildings. \$8,000, \$4,000 cash needed. Address "LOCATORS," Winnipeg, Manitoba, Canada.

FLOUR MILL, in good running order, established eight years in town in Manitoba. Price \$8,000. Terms arranged, full-set particulars from the "LOCATORS," Winnipeg, Manitoba, Canada.

FLOUR MILL, one hundred miles from Winnipeg, Man., in good town; \$2,500 cash, balance of \$2,000 easy terms. Four story frame building, up to date machinery, price includes land, etc. Address "LOCATORS," Winnipeg, Manitoba, Canada.

MILL AND ELEVATOR for sale. \$16,000. One of the best wheat centers in Assiniboia. Annual net profit \$13,000. Established six years. Price \$17,000; half cash, balance easy. Write The Locators, Merchants Bank Bldg., Winnipeg, Manitoba, Canada.

FLOUR MILL, Manitoba, four story frame on stone foundation, up to date machinery, no competition. Price \$4,150, \$2,500 cash, balance suitably arranged. Write The Locators, Merchants Bank Bldg., Winnipeg, Manitoba, Canada.

MILL PROPERTY for sale in Manitoba, Can. Building 36x48, four stories, addition 18x48, three stories. Engine room 30x36, one story. Elevator, warehouse, stable, etc., etc. \$24,000, half cash. Address "LOCATORS," Winnipeg, Manitoba, Canada.

MILL & ELEVATOR, seventeen thousand five hundred dollars, populous town in Saskatchewan, Canada. Price includes mill, elevators, buildings, machinery and five acres of land. Machinery up to date by best Canadian makers. Half cash required. "LOCATORS," Winnipeg, Manitoba, Canada.

Castle Inn Buffalo



Opposite McKinley Monument

The only first class American Plan

Hotel conveniently situated in the City.

Hot and Cold Water in every Room.

Table strictly first class.
Rates \$2.00 per day up.

SITUATIONS WANTED.

SITUATION WANTED by experienced grain man in elevator or road work. Best of references. Address E. P., Box 8, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as buyer for some grain firm. Seven years experience. Can give the best of references. Address Temple Box 12, Grain Dealers Journal, Chicago, Ill.

POSITION wanted by experienced lumber and grain man as manager, bookkeeper or office man, nine years experience, good references. Address K. S. Meyers, Milford, Iowa.

POSITION WANTED as road man for grain company by young, unmarried man. Three years experience in this line. Best references. Address W. G. Kirkpatrick, Faribault, Minn.

POSITION WANTED with grain firm in Minneapolis, by young man with good knowledge of bookkeeping and fair knowledge of grain. Salary reasonable. Address A. B., Box 7, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as bookkeeper for grain firm, or manager of country elevator. Seven years' experience in managing an elevator that received 800,000 bus. annually. Bond and reference. Address, McL., Box 63, Manteno, Ill.

POSITION WANTED as traveling solicitor or purchaser for grain firm. Ten years' experience in grain business. Familiar with Oklahoma, Kansas, Iowa, Missouri and Illinois trade. Address Traveler, Box 7, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as accountant and office man, buyer or salesman, in some good grain house. Twenty-five years' experience in the handling of Grain and Hay at wholesale and retail. Am familiar with the Texas trade and its requirements. J. J. Hanna, Galveston, Tex.

POSITION WANTED, by a young married man as grain buyer, or elevator manager in some country town. Have several years experience and can give good references. Also understand lumber and machinery business. Address V. E. Windsor, Bethalto, Ill.

GRAIN MEN—If you can use a steady young man that has had 10 years experience in the grain trade, and that can furnish the best of references, in the capacity of line man, solicitor or as manager of elevator at a good point, address F. F. W., Box 8, Grain Dealers Journal, Chicago, Illinois.

HELP WANTED.

YOU CAN get a good situation if you will watch this column, for grain men desiring help make their wants known here.

A **YOUNG MAN** wanted with some education to work in warehouse and elevator. Address Rolland L. Porter, Mukwonago, Wis.

GOOD GRAIN BUYER wanted. One who will buy small stock of general merchandise and handle an elevator on salary in Minnesota town. Address F. W. N., Box 134, Clarion, Iowa.

PARTNERS WANTED.

FLOUR MILL in one of Manitoba's largest towns. Partner wanted with \$25,000. Annual turnover \$200,000. Cash wanted partly for the purpose of building and operating elevator in the Northwest in connection. Write for the fullest particulars to The Locators, Merchants Bank Bldg., Winnipeg, Manitoba, Canada.

Put Your Name

where everyone identified with the grain trade will see it, and keep it there.

THAT IS IN THE

Grain Dealers Journal
OF CHICAGO

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SCALES for elevators and mills; low-price. Chicago Scale Co., Chicago.

TWO FAIRBANKS, six-ton double 8x22; \$65 each; good as new. Musgrave Co., Des Moines, Iowa.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

FAIRBANKS Hopper Scale for sale, in good condition and will be sold cheap. Address Elevator Milling Co., Springfield, Ill.

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ELEVATOR SCALES—We make a specialty of wagon, portable, platform, dormant, hopper and warehouse scales. Send for our latest catalog of elevator scales. Osgood Scale Co., 305 Central St., Binghamton, N. Y.

ELEVATOR AND MILL SCALES for sale. Our Hopper, Wagon, Warehouse and Railroad Track scales are recognized by successful grain operators as the STANDARD for accurate weights. Not controlled by a trust. Address Des Moines Scale & Mfg. Co., Des Moines, Ia.

FAIRBANKS STANDARD SCALES at 70-80 per cent discount. New. Don't pay any more; don't buy second-hand scales when you can get the genuine Fairbanks Standard, new, for less money. Address for particulars, The Standard Scale & Supply Co., Station U, Chicago.

Clark's DOUBLE INDEXED Car Register

Is designed to afford ready reference to the entry or record of any car number. Its facing pages are ruled into five columns, those on the left hand page being numbered 0, 1, 2, 3 and 4; while columns on the right hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So in looking for, say 9846, we know it is on the page indexed 6, and in the column headed 4, and is quickest found by looking down the blue line for the third figure or 8. The instances in which these three figures appear in this combination will be so few that the required number can always be instantly found if properly entered.

The book is made of heavy ledger paper and well bound in half Russia. Size, 11x14½ inches.

No. 40 contains 36 pages, with spaces for registering 9,000 cars. Price, \$1.50.

No. 42 contains 68 pages, with spaces for registering 17,000 cars. Price, \$2.50.

GRAIN DEALERS COMPANY,
255 LA SALLE ST., CHICAGO.

A PARTNER**HELP or a POSITION,**

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.

SEEDS FOR SALE.

NEW SIBERIAN MILLET (Silver Medal) for sale. Pure, no foul seed, \$1.50 per 100 lbs., sacks extra. Address M. J. De Wolf, Letcher, S. D.

SEED CORN for sale, Improved Pride of the North Yellow Dent; ripens in 100 days. A prize winner. Price per bu., \$1.25. Geo. Spurrell, Springfield, S. D.

WE ARE buyers and sellers of Clovers, Timothy, Hungarian, Millet, Blue Grass, Red Top and other Field Seeds. Correspondence solicited. THE ILLINOIS SEED COMPANY, Chicago, Ill.

SEED CORN. No other early grown under the same conditions will yield as much as my "Pure Gold." Ripe first week in September; bushel, \$1, f. o. b. Letcher, S. D., M. J. De Wolf.

EAR SEED CORN to the trade at \$1.00 per bu. sacked. We advertise for you. Send for advertising proposition and catalog which shows recommend from Prof. Holden. Gurney Bros., Elk Point, S. D.

CARLOADS AND LESS: Red Clover, White Clover, Alsike, Kentucky Blue Grass, Red Top and Orchard Grass. Samples and quotations gladly furnished on application. Address W. H. Small & Co., Evansville, Ind.

SEED CORN, OATS AND BARLEY. Write for wholesale prices. I grow my own seed. Special attention given to growing the best standard varieties of corn and Silvermine oats; rust proof. G. M. Gwynn, Essex, Iowa.

SEED CORN for sale, shipped on ear from one bushel up. We can furnish 500 or 1,000 bus. No. 1 Reid's Yellow Dent. Send for free catalog. Reference Harvel Bank. A. T. Doerr & Sons, Harvel, Ill.

The Gas and Gasoline Engine and Its Age

By NORMAN & HUBBARD

Is a practical hand-book of questions and answers on any difficulty that may arise in the care, management and operation of a Gas or Gasoline Engine. It is a reference book for users and those contemplating the purchase of a gas or gasoline engine.

It gives a historical review of the growth of the gas and gasoline engine and the features that are essential to the good working of a gas or gasoline engine. It gives a long list of questions and answers which are invaluable to users, describes an indicator, the pounding of engines, precautions in running a gas engine, etc. It also gives a description of nearly all the prominent makes of American engines, besides a very complete set of rules and tables, which are invaluable to operators of engines. This book is of convenient size, well bound in cloth covers, printed on book paper, and profusely illustrated. Price \$1.00.

FOR SALE BY

GRAIN DEALERS COMPANY
255 LaSalle St., CHICAGO, ILL.

GRAIN FOR SALE.

WHEAT, OATS, CORN and ground feed for sale. J. A. Sauer, LeMars, Ia.

WHITE WHEAT for sale. If in need of white wheat write or telegraph Sam Williamson, Salt Lake City, Utah.

RECLEANED RYE for distillers; also mixed cars made up of grain, flour and feed. Let us hear from you. Goshen Milling Co., Goshen, Indiana.

GRAIN FOR SALE—"Phoenix Brand" Poultry Food, "Monitor Brand" Chick Food, Chicken Feed Wheat, Kaffir Corn, Feed Barley and a full line of materials suitable for feeding poultry and pigeons. THE ILLINOIS SEED COMPANY, Chicago, Ill.

GRAIN WANTED.

GOOD MILLING WHEAT wanted. Kingfisher Mill & El. Co. Kingfisher, Okla.

THE CHATTANOOGA Brokerage Co., Chattanooga, Tennessee, want prices on Corn, Wheat, Oats and Hay and all kinds of Feed Stuff. Wire or write.

SEEDS WANTED.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

Exporters' Reduction Tables

HINRICH'S EXPORT CALCULATION TABLES gives the equivalent of foreign quotations in American money, and the exact American decimal fraction for the European equivalent. For Grain, Peas and Coke, 120 pages, price.....\$5.00 For Coke, Oil, Flour, Seeds, etc., price 5.00

BLUM'S REDUCTION TABLES shows the freight charges for any number of pounds of various kinds of grain in pounds, shillings and pence from 1/4d. to 1s. per bu. Also has tables for converting pounds avoirdupois to kilos or vice versa, exchange tables giving equivalents of pounds sterling in francs, marks and florins, and other tables showing 5 per cent. primage and freight cost. Price \$3.00.

Grain Dealers Company

255 La Salle Street, - Chicago, Ill.

HAY WANTED.

TIMOTHY HAY and clover and timothy mixed hay wanted. Address John Wade & Sons, Memphis, Tenn.

WE want your next consignment of HAY and STRAW. Address R. F. Morrow Commission Co., Chicago, Ill.

WE WANT your New England consignment of hay. We assure you of the top market price. Anderson & Co., Boston, Mass.

OUR COMMISSION, 50 cents per ton. It will pay you to send for our mkt. report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

HAY FOR SALE.

LONG RYE STRAW, large bales, No. 2 & No. 3 Hay, large bales, for sale. For prices and particulars, address Spencer Billington, Fultonville, N. Y.

BRAN WANTED.

CORN BRAN WANTED. Address John Wade & Sons, Memphis, Tenn.

The Practical Gas Engineer



tells you what to do and how to do it when your engine gets out of order. It also tells all about the care and operation of a gas or gasoline engine.

A book written by a man of 12 years' practical experience with hydro-carbon engines. Bound in cloth, Price \$1.00.

Grain Dealers Journal

255 La Salle St. Chicago, Ill.

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GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

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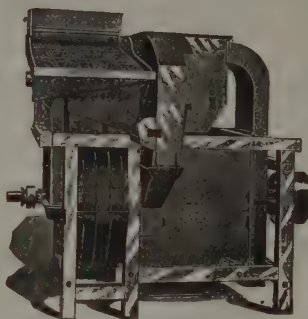
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This is the way it
earns money
for you.

1. Less power used.
2. Capacity greatest for power and space used.
3. Life of machine longer.
4. Less attention needed.
5. Better quality of work done.

It excels all on these points.

This machine has the greatest capacity with a minimum shrinkage. It has large, wide shoes and great clipping surface. Made of all iron and steel. Capacity 2,400 bushels per hour. Write us about it.

Invincible Grain Cleaner Co.
Silver Creek, N. Y.

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N. W. REPRESENTATIVES

Strong & Northway Mfg. Co., Minneapolis, Minn.

The Monitor Special Double Shoe Separator

has the "Monitor" double fan air separations which are patented features of Monitor machines only. They are instantly adjustable to light or severe air currents, and produce better and even and more dependable work.

This machine is built on lines of great strength and with special consideration of equalizing its balance while in operation thus reducing wear and prolonging the life of the machine by eliminating heavy jarring.

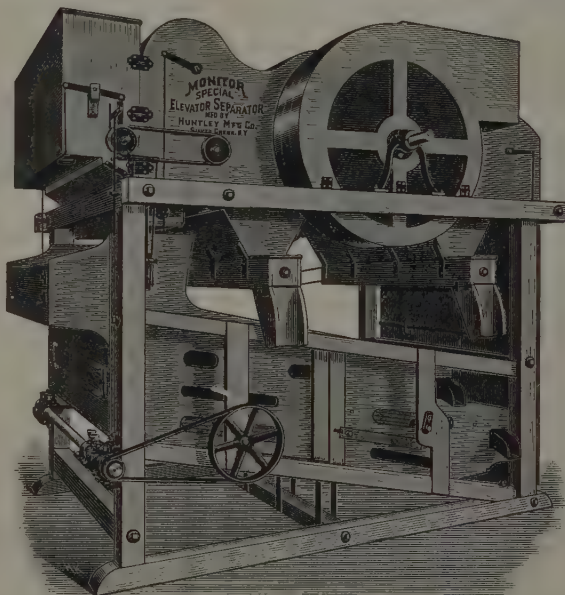
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H. C. Draver, Southwestern Agent, Hotel Savoy,
Kansas City, Mo.

Monitor Grain



Cleaning Machines

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GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month

BY THE

GRAIN DEALERS COMPANY

255 La Salle Street,
Chicago, Ill.

CHARLES S. CLARK, Manager.

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furnished on application. The advertising
value of the Grain Dealers Journal as a
medium for reaching the grain dealers and
elevator men of the country is unquestioned.
The character and number of advertise-
ments in its columns tell of its worth.

Letters

on subjects of interest to those engaged in
the grain trade, and trade news items are
always welcome.

Entered at Chicago, Ill., Post Office as
Second Class Matter.

CHICAGO, ILL., APRIL 25, 1905.

DO YOU propose to build or enlarge your elevator this year? If so, send us the facts for publication in our news columns.

SHELLED corn has been arriving at Cincinnati, Pittsburg and Buffalo hot. Shippers who install good grain driers in their elevators however have not suffered any loss by reason of heating, because they place their corn in prime condition before starting it to market.

GRAIN DEALERS who propose to build new elevators should see to it that the contract is given to an engineer who has some idea of the stresses to which the house will be subjected. The frail structures generally erected by barn builders sometimes fall before they are well loaded and the arrangement is generally so very inconvenient as to give the operator the regrets in perpetuity.

THE Attorney General of Kansas has recently rendered an opinion which will force co-operative companies having the penalty clause in their constitution and by-laws to eliminate it or be indicted for violation of the anti-trust laws of the state. Illinois also has a new anti-trust law which is likely to make trouble along the same line. It would seem the part of wisdom and fairness that all clauses of this character be dropped regardless of any new legislation bearing on same.

DEALERS made dizzy by the rapid decline in the price of May wheat will please send their bills for damages to John W. Gates. He has a large bank account which he seems anxious to be separated from.

CROP reports reaching us from different sections of the country seem to be uniformly favorable and altho cool weather is complained of in some sections, different observers think favorably of its effect on the growing grain.

GRAIN DUST is reported to have set fire to a Chicago elevator last week by reason of spontaneous combustion. It seems that this dust had been accumulating for years in the house which has been vacant a year, and after setting fire to the structure, gave the firemen a very stubborn blaze to fight.

ROTTEN CORN reports are reaching us from different Illinois and Indiana points. In one case a local shipper has lost 8,000 bushels, which he placed in a crib last fall before it was cured, and now it is a worthless mass. A well ventilated corn crib would have improved the quality of the corn stored and prevented the loss.

MINNESOTA seems to have solved the bucket shop problem by enacting a law published elsewhere in this number, which if enforced rigidly, should place a permanent check on the swindling fakirs who have been separating the people of that state from their money. As yet Illinois is not so fortunate, as the Legislature has not seen fit to enact the bills needed to give relief from this curse.

SPECULATION has not seized habits of the wheat market with that frenzy found in the New York stock market, where one broker is now reported to be running an all-night office to accommodate his customers, and where quotation rooms with bedrooms and dining-rooms adjoining have been opened in one of the largest up-town hotels. The next step will be to dispense with both the dining-room and the bedrooms. Let the speculators do without eating or sleeping if they wish to succeed in becoming separated from what cash they have left.

AT LAST a covering has been found for steel which lasts. Many different kinds of paint have been experimented with, but to no purpose. The paints proved satisfactory so long as the iron was kept dry, but moisture seemed to destroy their usefulness. An engineer of the Pennsylvania Railroad has made very satisfactory experiments in protecting iron and steel by covering the metal, after it is well cleaned with wire brushes, with a sticky coating and immediately applying dry paraffin paper to this. The paper is then painted any color desired, the life of the paint prolonged indefinitely and the iron perfectly protected.

GET-rich-quick schemers, bucket-shop fakers and other sharpers are very likely to encounter many difficulties in their use of United States mails hereafter, as the new Postmaster General has decided to investigate firms advertising business of a dubious character, before the easy marks complain, rather than afterwards.

THE FREE SEED folly has been indulged in by Congress until the joke has reached the enormous cost to the Government of about half a million dollars a year, and no doubt this graft will be continued until the voters of the country make a fight on it. The seed merchants have long since despaired of success in their fight on the abuse.

GASOLINE, according to the Standard Oil Co., is becoming a very scarce article. It seems that it forms only about five per cent of the offal accruing in the manufacture of refined oil, and as its surplus of kerosene, paraffin and lubricating oils is large, it has ceased refining. The uncharitable may suggest that it has ceased refining for the prime purpose of advancing prices. However, as the prices do advance the consumer will consider it another exaction of the trust and look about for a substitute or relief.

INQUIRIES received from country grain dealers who contemplate the erection of additional storage or grain elevators this season, indicate that more of them are considering the advisability of erecting fire proof store-houses than ever before. Such are the cheapest in the long run, the most satisfactory and the only kind that make it possible for a man to retire at night, feeling reasonably sure that his place of business will still be standing on the morrow.

STATE weighmen will not displace Exchange weighmen in St. Louis, Kansas City or Chicago for yet a while. Gov. Folk saw fit to veto the bill which the gum-shoe politicians of Missouri pushed thru the state legislature, and the Illinois bill which was drawn so broad as to cover every grain inspection point in the state, was very sensibly withdrawn some time ago. The politicians are anxious to anchor a perpetual graft on every feature of the grain trade and no doubt will keep working for all time along these lines.

DEAD GRASS, weeds and rubbish about a frame elevator greatly increase the fire hazard. Additional evidence of this fact was brought to light recently by the discovery of a fire in the grass near the elevator of the Bartling Grain Co. at Nebraska City. The fire was extinguished but broke out anew, and the elevator was saved only after an earnest fight. It is neither a difficult nor arduous task to remove grass and accumulated rubbish from about your elevator, and surely nothing is gained by ignoring this well known danger.

SAFEGUARDS FOR RECEIVERS
NEEDED.

In this number is given a complete report of the recent meeting of receivers at Cincinnati to evolve some practical plan of safe-guarding shippers' order Bs-L in hope of reducing the number of losses due to forged Bs-L.

Receivers can readily protect themselves from losses from forms other than shippers' order Bs-L by refusing to pay drafts against them. By taking this step they then minimize the demands upon the employees of the grain carriers and quickly reduce by 90 per cent the opportunities for fleecing them thru drafts against Bs-L. In most states carriers deliver goods which are billed straight without taking up the B-L.

The suggestion that shippers' order Bs-L be printed on better paper and of a different color than others, engraved and numbered serially and given out to station agents sparingly would surely make it far more difficult to forge Bs-L than it is at present. If carriers were to keep Bs-L of this character under lock and key and agents required to account for every one and return spoiled or defective blanks to headquarters, just as they now are required to report and return defective tickets, the amount lost by receivers thru forged Bs-L would be reduced to a very small figure. The extra expense and labor is not worth considering, even tho it be taken only to thwart forgeries wherein the carriers themselves are the sufferers.

It is estimated that the shippers' order Bs-L constitute about 10 per cent of the Bs-L issued for grain, and as these are the only ones required by carriers before delivering grain, it would be an easy matter for the trade to protect itself against such forgeries by ignoring other forms and insisting that this form of B-L be printed from an engraved plate on pink bond paper and numbered serially.

A New York correspondent in this number makes a most excellent suggestion for protection. His idea is that every bank with which a shippers' order B-L is deposited and draft made against it, should have this B-L certified by the local station agent before forwarding it to bank at destination. In no large transaction is a personal check accepted unless certified by the bank against which it has been drawn. The cashier's certification shows it to be good, shows that funds are on hand to pay it, and if receivers will confine the payment of drafts to shippers' order Bs-L and refuse to pay drafts against any Bs-L unless it be certified to by the agent at station from which it was issued, then would they seldom if ever suffer loss on forged Bs-L.

An English law of 1266 provided that a silver penny, called a sterling, should equal in wheat 32 wheat grains.

THE NATIONAL ASSN.

Every line of business of any importance in this country has its national assn., and those identified with that line of business and those with whom they do business profit from the result of the work of that assn.

The opportunities for working economies in the grain trade of this country are still great. The interests of the members of the trade can be promoted and their business fostered thru the work of a live national assn. A national organization is of more import to the trade at large than any other, because of its broader field for work.

Trade questions of interstate and national scope can be handled most advantageously by a nat'l assn., and the work of bringing about reforms affecting such trade can best be brought about thru a national organization. Then can the trade expect that all interests will be fairly considered.

The need of a national organization is just as great as ever but it cannot hope ever to attain any marked degree of success unless the time, energy and funds of the organization be used first, last and all the time to the promotion of the common interests of the trade.

The work of the Arbitration Comite of the National Assn., during recent years, has been of great value to the trade, in that the dissemination of the views of the very fair-minded arbitrators has helped to instill fair ideas into the rank and file of the trade.

Receivers, track buyers, brokers and shippers of central markets would do much to help strengthen the National Assn., by refusing to join any save the Natnl Assn., and the secretaries of the states assns., would also help the National and state assns. by refusing to admit to membership any excepting the operators of elevators at country points. If receivers are charitably inclined toward state assns., there is no objection to their contributing to their support as much as they desire, but if they are willing to help promote the common interests of the entire trade, which includes their own business, then they should support the National Assn. The National Assn. is supposed to deal with many questions with which they are directly interested. The states assns., as a rule, deal with local affairs in which central market receivers are not interested. Without these different sections of the trade are willing to unite and work in harmony for the advancement of common interests, then the Natnl Assn. must fall far short of that great measure of success which is possible for it.

The grain trade of this country has not yet reached that degree of perfection which precludes all possibility for advancement. If receivers and state assns., will

unite along the line on which the Natnl. Assn., is now established, the trade will have a strong organization for good. What is needed is a little enthusiasm, more harmony and a firm determination to attain the true purpose sought.

CARRIER LIABLE FOR FLOOD
DAMAGE.

The Minnesota Supreme Court has recently rendered a decision in a case brought to recover damages resulting from the loss of a car of broom corn in the Kansas City flood, that places the carrier's liability in a new light and one quite favorable to the shipper. The court's reason is very clear and to the point. It holds that every reason in equity and justice relieves the carrier from the performance of its contract and from liability for injury to property in its custody for transportation, resulting exclusively from an act of God, or other unavoidable accident over which it had no control. But reasons of this nature lose their force when applied to a carrier which violates its contract and by unreasonably delaying shipment is overtaken by an overpowering cause, even tho of a nature not reasonably to be anticipated.

The court insists in the case of Bibb vs. A., T. & S. F. R. R. that had the carrier not delayed delivery of the broom corn the loss would not have occurred, hence the carrier should not be excused from liability arising as a direct result of its own dereliction. No court will deny that it is the duty of the common carrier to whom goods are delivered for transportation, to forward them promptly and without unreasonable delay to their destination. It must seem reasonable to all that if the carrier negligently or carelessly delays the shipment and it is overtaken in transit and damaged by an act of God (which would not have occurred had the carrier delivered the goods promptly) then it is liable.

The court holds that the negligence and unreasonable delay is such proximate or concurring cause as to render the carrier liable. Any rule which permits a carrier to excuse its negligence by an act of God overtaking it while thus in fault is unsound and based on too strict an application of the rule of proximate cause.

No doubt the case will be appealed to the United States Supreme Court, but the decision of the Minnesota court is so clear, so logical, that it must prove a severe blow to the rule relieving all carriers from damages resulting from acts of God. Other courts cannot escape the influence of this latest decision in support of the shipper's rights. The carrier's liability for loss due alone to the delay of grain in transit an unreasonable time must also be admitted.

LIABILITY FOR FIRES CAUSED BY LOCOMOTIVE SPARKS.

In the Illinois column this number an Illinois dealer whose elevator was burned by fire caused by sparks emitted by a passing locomotive says he is waiting for the railroad company to settle the loss.

We have never known of any railroad company doing such a thing voluntarily and a number of them who have defended suits for such damages thru the higher courts have escaped payment, altho the cost of fighting the suit was more than the damage claimed. Some courts have decided that the clause in lease of land covering elevator sites on railroad right of way releasing railroad companies from such liability is illegal and contrary to public policy.

It would seem right that railroad companies should exercise every care possible to prevent the throwing out of sparks by their locomotives. It is quite difficult to prove beyond doubt that every fire for which damage has been sought from railroad was caused by its locomotive, yet so many of these fires have been traceable to no other probable cause and the volume of sparks thrown out by their locomotives is known to be so great that the evidence against them is almost overwhelming. Surely they cannot feel that they have the right wantonly to destroy the property of others. In burning the property of elevators along their right of way they also endanger adjacent property. Such a position would be neither sensible nor tenable.

RECIPROCAL demurrage bills were introduced into a number of state legislatures this last winter, but so far Kansas is the only one we have learned has enacted a law of this character. This is evidence of the greater vigilance of the railroad officials. Reciprocal demurrage is right and fair and with persistent, earnest work shippers in every state would be able to secure the enactment of such a law.

THE COMMITTEE, appointed by the United States Senate to sit upon the proposed transportation legislation during the summer, is now listening to tales of great woe from different representatives of railroad companies. The arguments and statements they have made recently show that they are hard pressed for any reasonable support of their long established, vicious policy of exaction. The rail carriers of the country have oppressed the weak in different lines of business so long that the time has come when they must submit gracefully to one of two things—government control or government ownership. The many evils which would come with government ownership are not cherished by its champions, but they recognize that it is not near so bad as the present autocratic destruction of the weak for the benefit of a favored few.

DOCKING CARLOAD RECEIPTS.

Kansas City elevator men seem determined to have their way all the time. It will be remembered that the trade tried earnestly to force the acceptance of grain which was not rejected within twenty-four hours after purchase in that market as elsewhere, but the elevator men would not hear to it.

They have always insisted on having at least one hundred pounds dockage to allow for shrinkage in handling a carload of grain. The last Kansas Legislature enacted a new law which specifically makes such dockage a misdemeanor and subject to a fine of not less than \$25 nor more than \$100, for each and every offense. The law provides that, "Every sale of grain, seed or hay shall be deemed to be made upon the basis of the actual weight thereof, unless a different basis is established by the express agreement of the parties to the transaction."

It was not necessary to enact specific legislation in order to prevent terminal elevator men taking the grain of country shippers, although it will surely facilitate the collecting thereof. Because it has been the custom or practice of elevator men to dock receipts does not make it right, or excuse the steal.

One very excellent provision of the new law is that the seller may recover from the purchaser three times the amount so withheld together with reasonable attorney's fees in each court in which action may be brought or to which an appeal may be taken.

The terminal elevator men have no right to the grain and should report the exact weight received in every case. The Exchange has no more power to license the taking of one thousand pounds from each car by the elevator men than it has the taking of one or one hundred pounds. The grain is the property of the shipper and any efforts on the part of the elevator men to confiscate even the smallest portion of it either surreptitiously or openly, is in violation of the property rights of the shipper. It should not be necessary to enact laws of this character in order to maintain strict honesty in all trade transactions. It is indeed a sore reflection on the character of the men asking the Exchange to support them in taking what is not their own.

Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Apr. 25, have been 185,437,000 bus., compared with 204,483,000 bus. for the corresponding period of the preceding year.

Corn receipts for the present crop year prior to Apr. 25 have been 150,182,000 bus., against 137,065,000 bus. for the corresponding period a year ago.

A FLOOD of complaints from scoop-shovel shippers alleging discrimination by railroads in favor of elevator owners is reaching the newly created state railroad commission of Kansas. The outcry is so out of proportion to the grievance that their noise is likely to drown the modest claims of the grain dealers for the protection of their farmer patrons who prefer to ship thru an elevator. In making regulations for the apportionment of cars it is hoped that the new commissioners will recognize the fact that for one farmer who loads a car, hundreds ship only thru an elevator.

DULUTH and Minneapolis grain Exchanges have each taken their playthings home and refuse even to look in the direction of the other's castle. They have even gone further. The Duluth Board of Trade recently blackballed several prominent men who stand well in the trade at Minneapolis, principally because the Minneapolis Exchange had seen fit to refuse membership to one or two Duluth dealers. Retaliation in such matters reminds one of the Indian, who always insisted on taking out his spite on the first white man he met, regardless of whether the individual was in any measure to blame or not. Retaliation ill becomes a grain Exchange. Its dignity suffers woefully every time it indulges in such narrowness.

MINNESOTA'S grain inspection department still depends upon human judgment in classifying wheat. Hence, it is not surprising that grain which is given a grade in Duluth is not always able to secure the same grade in Minneapolis, and vice versa. The Pillsbury Milling Co. recently purchased a lot of wheat in store in Minneapolis. The seller attempted to deliver Duluth No. 1 Northern on track from Duluth. The milling company objected because it feared that if it took the grain into an elevator it could not obtain the same grade on it when it came out. The case was appealed to the State Board of Appeals and the milling company was sustained. When the grading of grain is reduced to a more exact science, disputes of this character will be no more.

One of the Russian exporters has had grain on the Siberian railroad since last September, which he has been unable to get to the seaboard.

Daniel J. Sully, of New York, the former cotton king, has obtained the co-operation of bankers and merchants in the southern states, to establish a system of bonded warehouses.

Dry farming experiments will be conducted jointly in Montana by the state agricultural college, the U. S. Dept. of Agri., and the Northern Pacific Railway. All the rivers of the great west contain but a fraction of the water needed to irrigate the land, and some of the fertile areas are on high benches above the valleys. It is believed that varieties of certain field plants can be made to grow.

Crop Reports

Nankin, O., Apr. 14.—Wheat looks well here.—L. McFadden.

Hopkins Station, Mich., Apr. 19.—The wheat crop looks favorable so far.—W. F. Nicolai.

Alva, Okla., Apr. 19.—Very flattering prospects for wheat with us.—Burke & Woodson.

Altus, Okla., Apr. 17.—Crops are looking well, especially wheat and oats; season is good.—G. R. Thrush, pres. Union Grain & Fuel Co.

Tonkawa, Okla., Apr. 11.—Crop outlook for wheat in the celebrated Salt Fork valley at Tonkawa is simply immense and better than ever.—R. T. Brook.

Sibley, Ia., Apr. 10.—Prospects for a large crop are good, so far as weather and condition of ground are concerned at this early date.—L. B. Spracher.

Charlton, Md., Apr. 20.—There is less wheat here than usual at this season. Corn supply about an average. Growing wheat is a little above normal.—W. S. Corbett.

St. James, Mo., Apr. 20.—The growing wheat crop is very flattering. Farmers nearly all say the prospect for a good crop is fine.—R. C. Roose, mgr. St. James Eltr.

Leonidas, Mich., Apr. 11.—Our growing wheat looks fine, generally. The supply of wheat coming forward is very moderate, the oil price keeping it back.—E. N. King.

Medora, Ill., Apr. 13.—Farmers are feeling good over the prospects. Wheat looks well; acreage small. Oats are all in and doing well; a rain would help.—C. H. Adams.

Zurich, Kan., Apr. 14.—The outlook is good for a bumper crop. Plant is about 20 days ahead of the average years. Subsoil is wet but a little dry on top.—M. S. Graham.

Linden, Mich., Apr. 19.—Oat seeding is nearly finished. Wheat looking fine; small acreage. The bean acreage will be a great deal smaller than last year.—T. J. Winget & Son.

Labolt, S. D., Apr. 19.—Seeding is all done now. The weather has been very fine for spring work. The outlook is very favorable for a good, big crop this season.—E. L. Grater, agt.

Athens, Ga., Apr. 20.—There has been a slight increase in acreage planted to wheat and oats thru this section, and at present the crops are looking very promising.—J. F. Rhodes & Co.

Galesburg, Mich., Apr. 19.—The outlook for wheat and rye has never been better than it is this spring and we are looking for a still better year than last, altho that was good.—A. K. Zinn.

Schoolcraft, Mich., Apr. 17.—Wheat on the ground here is not looking as good as it did when the snow left, having declined 10 points. Still promises to be an average crop.—W. J. Thomas & Co.

Smith Centre, Kan., Apr. 19.—Wheat condition good. Corn planting just commenced. Oats up and look well. Corn moving pretty freely. Very little old wheat in farmers' hands at present.—G. M. Church.

Berne, Ind., Apr. 19.—Outlook for wheat is very good. Spring crops are being put in in good shape; and perhaps we will have a good grain trade the coming year.—Jesse Rupp, secy. Berne Grain & Hay Co.

Perrysburg, O.—J. E. Churchill reports that about half of last year's crop of oats in Wood county, which was one of the banner counties in this part of the state, is still in the hands of the farmers.—H. D.

Willmar, Minn., Apr. 19.—Seeding is about all done in this vicinity. Ground in fine condition. About 15 per cent more wheat sown this year than last. Some of the earliest sown wheat shows above ground.—X. X.

Concord, Neb., Apr. 18.—There is not much grain moving here just now, the farmers being busy seeding the new crop. As soon as the new crop is in there will be quite a bit of corn and oats marketed. Very little wheat seeded here this year, and also for the last few years, the main crop being oats, corn and some barley.—A. L. Erickson, agt. Benson Grain Co.

Renfrow, Okla., Apr. 19.—Wheat looking good in Grant Co., Okla.; oats doing well; weather too cool for corn.—E. S. Gross, L. B. 185.

Ripon, Wis., Apr. 25.—Business rather quiet at this point now; seeding about finished; soil never in better condition to receive the grain than this spring.—E. H. Hemp.

Rockford, O., Apr. 22.—Wheat is looking fine. Oats about all sown and much plowing done for corn. Grain men are expecting to handle a large crop this season.—R. J. Wager & Co.

Edmore, N. D., Apr. 11.—The crop outlook is very favorable in this vicinity this year; the spring work is being pushed along rapidly and we are having a very favorable season for getting in crops.—C. E. Burgess, pres. Burgess Eltr. Co.

Sterling, Kan., Apr. 18.—The wheat prospects in this section are fine; have not been so good in years. Farmers are busy now putting in their corn crop. Not much of the 1904 wheat and corn left in farmers' hands.—Fair & Shaak Mercantile Co.

Jefferson, S. D., Apr. 19.—The weather is dry. Wheat that was planted with the pulverizer is waiting for rain to grow. The wheat that was up has been frozen to the ground, as it freezes every night. The grain movement is slow.—Jefferson Milling Co.

Washington, D. C.—The Government report issued May 10 will cover the condition of winter wheat, winter rye, meadow, mowing lands, spring pasture, abandonment of winter wheat and winter rye areas and the portion of spring plowing already done.

Norwich, N. D., Apr. 18.—We had very little snow last winter and no rain yet this spring, so consequently, it is very dry. About 75 per cent of the wheat is sown but not up yet as the nights are still quite cold.—Wm. Nott, agt. Imperial Eltr. Co.

Jefferson, Okla., Apr. 10.—We have a fine prospect for a wheat crop this year; all the farmers agree in saying that they never saw a better prospect for wheat and oats in northern and central Oklahoma since the country was settled.—McIntyre Bros.

Wessington Springs, S. D., Apr. 14.—The seeding here is just about completed and the farmers are beginning to break up more land. There will be about 3,000 acres broken up in this vicinity this spring and sowed to flax.—J. S. Emerson, agt. Larkin & Thompson.

Indianapolis, Ind., Apr. 19.—In my visits thru the country I observe that the wheat prospect is excellent. The acreage, however, is very small compared with former years. The abandoned wheat land is going almost entirely to oats where I have been.—H. E. Kinney.

Bisbee, N. D., Apr. 14.—Seeding has been commenced but the cold weather with freezing every night makes it very slow; some wheat sown. Durum wheat will be largely increased in acreage this year. Corn ground in good shape to receive seed.—Chas. Stenson, agt. Heising Eltr. Co.

Manchester, O., Apr. 15.—Present prospects are for a good crop of wheat and an early harvest. The season is 30 days in advance of former years. Acreage larger than last year. Acreage of oats being seeded much less than in former years. Prospects for a large acreage of corn being planted.—M. F. Crissman.

Toledo, O., Apr. 22.—"The wheat crop throughout northwestern Ohio is looking fine," said E. H. Culver, chief grain inspector for the Toledo Exchange. "It will be a big crop. Plowing is about done for corn, and if favorable weather continues, the crop will all be in by the middle of May. Oats are about all in."—H. D.

Connell, Wash., Apr. 19.—Franklin county last year produced 1,000,000 bus. of wheat, most of the crop being shipped to tide water. Judging from present indications the crop this year will be fully one-half more. The acreage seeded last fall was greatly in excess of any previous year, and the winter was mild enough to allow the grain to pass through without damage.—M. C. E.

Westpoint, Ind., Apr. 18.—The grain trade is very quiet. Farmers are busy putting in crops. Oats are coming up nicely. Have had some freezes but not considered damaging. We expect some business after corn planting as much of the last year's crop of corn and oats is yet in the farmers' hands. Ground is breaking up fine and prospects are good for putting in the corn crop.—N. B. Ford, agt. Crabbs-Reynolds-Taylor Co.

Regina, Assa.—The grain crops for the Northwest Territories for 1904, as recently reported by W. Elliott, Commissioner of Agriculture, amounted to 16,723,412 bus. of spring wheat, 152,125 bus. of fall wheat, 16,335,519 bus. of oats, 2,205,484 bus. of barley, 171,279 bus. of flaxseed and 63,230 bus. of speltz; compared with 16,029,149 bus. of spring wheat, 82,420 bus. of fall wheat, 14,179,706 bus. of oats, 1,741,209 bus. of barley and 292,853 bus. of flax for 1903.

Little Rock, Ark., Apr. 19.—Corn planting has been finished for some time in this vicinity and the most of it is up, but the extreme cold wet weather has caused it to look yellow and a part of it will have to be replanted. The acreage is somewhat larger than for several years past, owing to the desire on the part of the planters to decrease the cotton area. No frost during the low temperature.—A. J. Rauch, of the Rauch-Darragh Grain Co.

Heartwell, Neb., Apr. 20.—Winter wheat is looking fine in this section of the country. The acreage is a little larger than it was last year. We are having a cold rain which will make it stool out good. We have a prospect for a big crop. There is but little spring wheat sowed. The oats are all sown and the farmers will be planting corn by Apr. 25. The pastures are looking fine and there will soon be enough for the cattle in them.—E. W. Lambert, mgr. for W. H. Ferguson.

Walla Walla, Wash., Apr. 19.—It is predicted that the wheat harvest of 1905 in the state of Washington will touch high-water mark. To do this the crop will have to be nearly 35,000,000 bus.; the crop of 1901, which was the bumper year, being 34,518,968 bus. According to estimates the total acreage sown to winter wheat last fall was 125,305, which is a little less than the previous year. The spring sown wheat, however, has larger acreage, and it is thought will more than balance the combined crops of last year, and reach the 35,000,000 mark.—M. C. E.

Dallas, Tex., Apr. 19.—C. L. Moss, a prominent grain dealer of Dallas, says: "From all I can learn and see of the wheat crop, I think the outlook for a good crop is excellent. The wheat is in first-class condition and while there is some talk of rust I think there is not much danger from this source. The farmers have caught up with their corn planting and believe the acreage will be about the same as last season, though a good percentage of the corn was planted late, and just what effect this will have on the crop remains to be seen. Oats are short as far as acreage is concerned but in good condition."—J. S. W.

Baltimore, Md., Apr. 22.—The weather during the past 2 weeks has been full enough of freaks to satisfy the oldest inhabitant. Summer temperature, snow, frost, and yet wheat kept growing at a May pace. The excellent condition of early spring is maintained in every particular throughout this entire section. It is difficult to recall a season in which the complaint of injury by the Hessian fly did not at least have a local importance, and yet so far the small farmers and township papers have not found a spot of fly injured wheat in the growing crop large enough to mention. Oat seeding and corn planting has been delayed by rain and cold. The season however is young, and with oat seeding underway, plowing for corn well advanced, and plenty of moisture to start the young plants, crop prospects in this locality could not be much better in the last week of April.—B. M.



Poor Miss Chicago May!
Deserted again, but has her Eastern Long quit her entirely?
Many say no; others that he has.
'She' got it 98 1/2 to-day, closed one dollar.—Zahm's Red Letter.

Garland, Tex., Apr. 14.—The wheat crop in this section is doing extremely well, having had plenty of spring rains. The corn crop is not quite as good a stand as desirable, owing to wet, cold weather at planting time.—G. W. Crossman.

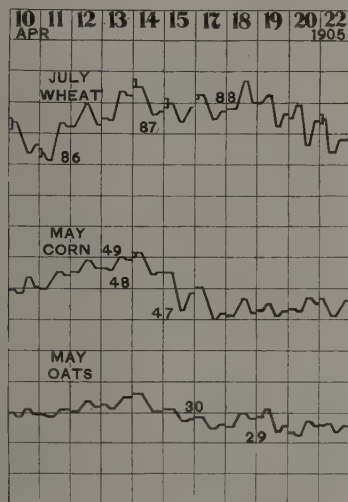
Madison, Wis., Apr. 24.—Since Apr. 15 inquiries made by the Wisconsin State Board of Agriculture show the percentage of seeding is unusually large. The conditions in the northern, central and southern sections of the state range from 96 to 97 for wheat; rye 96 to 99; clover 98 to 99.—John M. True, Secy.

Red Oak, Ia., Apr. 12.—According to information gathered by the representative of this Journal from the dealers in attendance at the meeting of the Grain Dealers Union of S. W. Ia. & N. W. Mo., at Red Oak, a larger acreage of corn will be sown in that part of the country than ever before. Much pasture and other sod which has never been turned is now being plowed and the soil is in splendid condition.

Lansing, Mich., Apr. 10.—The condition of wheat on Apr. 1 was exceptionally fine in all parts of the state. The growth is not large but is healthy and promises to get an early start owing to the favorable weather which prevailed during Mar. Very little wheat was winter killed, and altogether the prospect has seldom been more favorable than at present. The average condition is 95. About 10 per cent of the last crop of wheat is in the farmers' hands. The total amount reported marketed by farmers during Mar. at the four mills was 45,072 bus. and at the elevs. 30,165 bus. The total amount of wheat marketed during the 8 months prior to Apr. 1 was 961,182 bus., which is 2,176,543 bus. less than was reported marketed in the same months of last year. Rye promises exceedingly well at the present time. Conditions have not been quite so favorable since the crop has, in many cases, been pastured. Whether sown for this purpose or for the grain alone the outlook is very promising. The average condition is 95.—Geo. A. Prescott, Secy. of State.

Chicago Prices

The opening, high, low and closing quotations on wheat for July and on corn and oats for May delivery at Chicago for 2 weeks prior to Apr. 24 are given on the chart herewith.



Over-confidence will lead to an ultimately largely oversold situation, and the deferred options, such as July and September, that are being so freely, if not recklessly, sold at such tremendous discounts under May, will witness as violent upheavals in price as has the May option.—Baltimore Produce Report.

Letters From Dealers

A PLUGGED LOAD FROM ST. LOUIS.

Grain Dealers Journal: Messrs. Wysor & Hibbits of Muncie, Ind., Millers, and Grain Dealers, have just had a sample of the laxity of the St. Louis Inspection Department, that has put them to no little trouble and inconvenience.

They bought from the Miller Grain Co., of St. Louis, a car of No. 2 White Corn, and received Car No. 14,148, St. L. I. M. & S., which was invoiced, with inspection certificate attached, as No. 2 White Corn. At the door the corn was White and satisfactory until about one-fourth of the load had been run out, when a heavy proportion of Yellow began to show up. They stopped unloading and began to investigate, and found that the car had apparently been partly loaded in each end with Yellow Corn, and the center and about twelve inches over the Yellow at the ends, filled with white.

If inspected by merely looking at it from the door it was No. 2 White Corn, but how one of the St. Louis "careful political Inspectors" could stick a trier into it and call it No. 2 White Corn, is a problem that Wysor & Hibbits are unable to solve. Yet the Inspection Department at St. Louis would doubtless swear that this car contained No. 2 White Corn, for their records and certificate show it, and the fact (?) is attested to by Mr. M. C. Fears, Ass't Inspector.

The Miller Grain Co. are not blamed in the matter. Their trouble has probably just begun, for if they have settled with the shipper for No. 2 White Corn, with Mr. Fear's Inspection Certificate attached, they will very likely have difficulty in proving to him that his car was not No. 2 White Corn, although well aware that at best he loaded but mixed corn, and why he did so.—A. F. Files.

LONG AND SHORT HAUL IN OHIO.

Grain Dealers Journal: I note in your issue of April 10th, letter of the Hall & Woods Co., with reference to a complaint filed by them with the Ohio Commissioner of Railroads and Telegraphs, in which they say, that the Ohio Shippers Asson is responsible for the filing of that complaint.

While the Shippers Asson furnished them the information with reference to the Statute, which they claim have been violated, it must disclaim any responsibility for the filing of the complaint, for the reason that it is a rule of the Asson that all complaints of this character shall first be filed with the Executive Committee of the Asson and given due consideration by it before any responsibility is assumed, and this is a requirement from the members of the Asson in so far as the Asson is able to make any definite requirement in such matters from its members.

While the Statute in question is no doubt technically violated in the case of which they complain, some of the best informed members of our Executive Committee do not believe that the circumstances stated by them warrant a complaint under the Long and Short Haul Statute of Ohio, and if the matter had

been referred to the Executive Committee, I hardly believe that the Committee would have authorized the filing of the complaint with the Railroad Commissioner.

The Interstate Commerce Commission have decided repeatedly that such a statement of fact and circumstances does not warrant complaint under the Interstate Commerce Act of Congress, governing Interstate business.

I will cite one illustration only. Chillicothe, Ohio, located on the B. & O. South Western, the Norfolk & Western and the C. H. & D. railroads, takes a rate of freight on grain to New York of 80 per cent of the Chicago rate. The Norfolk & Western and the B. & O. South Western and their connections, make that rate, they two, being the more direct routes. However, the C. H. & D. R. R. hauls a large amount of grain business at the 80 per cent rate, carrying it through Dayton, Ohio, which is an 84 per cent point, and Dayton rates are consequently that much higher than the Chillicothe rate, notwithstanding, it is an intermediate point on the C. H. & D. route between Chillicothe and New York.

The Ohio Shippers Asson purposes to demand fair treatment of Ohio Shippers by the Ohio Railroads and to insist on it in so far as they can by any reasonable methods; but at the same time, they purpose to be perfectly fair with the Railroad interests in the consideration of all matters that may be called to their attention. Yours truly, E. W. Seeds, Chairman of The Executive Committee, Columbus, O.

SAFEGUARDING RECEIVERS AGAINST FORGED BILLS.

Grain Dealers Journal: I have read with interest your accounts of the extensive operations in forged Bills of Lading, and a plan has suggested itself to me, which I think would safeguard receivers if they would only insist upon its adoption; and it is as follows:

When shipper attaches his bill of lading to a draft and puts it into the bank for collection, instead of sending the draft out at once, the bank should send the lading to the agent by whom it is signed for verification either by one of its regular messengers or by mail. Thereupon the bank can guarantee its authenticity. This, I believe the banks would be willing to do for a very small charge, perhaps smaller than the regular exchange charge, as there would be absolutely no risk in doing it, and the bank would be glad to get the additional business.

For this purpose, a form about as follows might be used, to be endorsed on the back of the Bill of Lading:

THIS BILL OF LADING IS AUTHENTIC.

Agent.
[To be signed by the Agent when presented by the bank.]
AUTHENTICITY OF THIS BILL OF LADING IS HEREBY GUARANTEED.

[To be signed by the Bank.]

If this custom is generally adopted, it might even be carried further, and the receiving bank—that is the bank that collects the draft—could also guarantee the genuineness of the B/L below the signature of its correspondent, as there would be no risk connected therewith to the bank, and it would effectually protect all draft payers against impositions.

The above appears to me to be the simplest solution of this problem, as even if the railroads were to refuse to give blank bills of lading out to anybody, it would still be possible to have them printed at a very small expense. Yours truly, B. F. Schwartz, New York, N. Y.

Plan More Exact Grading for Chicago.

Chicago's Chief Grain Inspector, W. S. Cowen, some time ago made a proposition for improving the grading of grain at Chicago to the Grain Committee of the

Chairman of the Grain Committee; S. C. Scotten, E. Gerstenberg, J. Snyder, E. L. Glazer, Joe Griffin, P. H. Schiffin, Mr. Bradley, H. Lipsey, W. N. Eckhardt, H. H. Mueller, O. T. Hulburt, Frank Bunch and others.

Chief Clerk G. B. Powell read the following plan for improvement, made by Mr. Cowen:

CHANGES PROPOSED BY CHIEF INSPECTOR COWEN.

First of all I desire to thank you for your ready response to the invitations which I extended to the Pres. Secy. Board of Directors and Grain Committee of the Chicago Board of Trade; and also to the officers and directors of the Grain Dealers

organization of the State Grain Inspection Department, so as to secure a uniform grading and to increase the efficiency of the inspection force. We found that the complaints as to the inspection heretofore have been due to want of uniformity in grading. Grain elevators are scattered about Chicago and surrounding territory from Waukegan to Hammond, a distance of sixty miles.

At each of these elevators State Grain Inspectors are stationed to grade the grain received and shipped out, and beside these inspectors, we have inspectors' stations at each of the principal railroads to inspect grain arriving from the territory represented by you. We have used every precaution to secure uniformity of inspection and grading and I think we have improved the service. We have endeavored to follow up every questionable inspection and have sent Supervising Inspectors at a great expense to the department to make these investigations. Within the past few months we were called to explain the inspection of 6 cars of oats at Louisville, Ky. and before sending the Supervising Inspector to Louisville, we found that the oats had been loaded at one of our elevators and had graded 2 oats. Our Supervising Inspector went to the cars and reported the oats as No. 3. This transaction cost the inspector his position and the department adjusted the claim to the satisfaction of the Louisville receiver.

Another case in mind was a Minneapolis house operating a line of Western elevators. At one of these elevators they had 11,000 bushels of oats in special bin and in loading these oats out they billed six cars to an elevator at the extreme limit of our jurisdiction and billed the other five cars to a Board of Trade firm, and these last cars were all inspected on the C. M. & St. P. Road and all five cars graded 3 White Oats, while the other six cars were inspected by another inspector and all graded 4 White Oats. As this case was brought to our attention after the grain had been unloaded and the identity of the grain destroyed, we could not discover which Inspector was right. This is just two cases, but the point of argument is that with this new department the Louisville, Ky. oats would never have left Chicago and in the other case the 11 cars of oats would have had to pass the Board of Review and the chances were good to bring the judgment of the two inspectors together.

All these Inspectors may have been and unquestionably were honest, but situated as they were, they were not in touch with us and until we can review all of their work, we will not be in touch with them nor they with each other. But in order to fully carry out our idea we wish to establish a "Department of Sampling," the outcome of which we have great hopes will bring about the Scientific Inspection of grain and the immediate outcome will, we are positive, give both the receiver and the shipper of grain, a uniform and correct inspection of grain, according to the rules which govern the inspection.

This "Department of Sampling" should be separate and under the supervision of at least four expert grain inspectors, to-wit: One expert Wheat Inspector, one expert Corn Inspector, one expert Oat Inspector, and one expert Rye and Barley Inspector. These four inspectors would devote all of their time to their special work, and must have for their use and guidance the services of one good chemist. We would hope to locate this new department in the same building, but apart from that office. We would have extra men to take samples of each and every car inspected and samples of all vessels loaded. These samples could be delivered to our new department as promptly as they have been delivered at the Board of Trade and would receive immediate attention by the expert inspectors. If, in the judgment of these experts, our Inspector's inspection was correct, the sample could then be delivered to the responsible party on the Board, where it would receive its commercial value. In disputed cases, a record could be taken and a supervising inspector sent immediately to the car, or vessel, to re-inspect the grain. This new system appeals to us from the fact that it must be almost impossible, in the severe winter or rainy season, for an inspector to render good service. The physical condition of an inspector at a time when the thermometer is below zero, bundled up as he must be and doing his duty as best he can, give thought to the new department where the comparison is a strong recommendation.

Our expert inspectors will receive these



W. S. Cowen, Chicago, Chief Grain Inspector.

Chicago Board of Trade. This proposition was published on page 356 of the Grain Dealers Journal for Mar. 25th. The Grain Committee of the Board seemed to think favorably of that proposition.

Chief Inspector Cowen was not content to let the matter rest, but invited the Board's Grain Committee, a number of cash dealers and the officers of the different state and Natl. assns., to meet in his office April 14th with the Railroad and Warehouse Commissioners of the state. Accordingly there were assembled on that afternoon:

Geo. A. Wells, Secy., of the Iowa Assn.; J. J. Quinn, Secy., of the Tri-state Assn.; Geo. Beyer, Secy., and G. H. Hubbard, Pres., of the Illinois Grain Dealers Assn.; G. A. Stibbens, Secy., of the Natl. Assn., and L. L. Liquin of Dysart, Ia.

The representatives of the Chicago Board were: Pres. Jackson, H. N. Sager,

Assns in Illinois, Iowa, Nebraska, Kansas, South Dakota, Wisconsin, Minnesota and Missouri, and I wish also to thank Mr. Scofield, who came from his busy office in Washington to attend this meeting.

The object of this gathering is to consider the improvement of the Grain Inspection Service in the State of Illinois and to that end I desire to submit our plans to the Grain Dealers and Shippers of the territory tributary to Chicago represented by you gentlemen.

I was appointed Chief Grain Inspector in June, 1904, and during the nine months of service I have made investigations which have led to changes in the working of the different branches of the department. I was first confronted with the problem of finances and along that line I have reduced the expenses nearly \$2000. per month and at the present time the department is on a paying basis and with ordinary business we can protect the small reserve fund which is absolutely necessary and which should always be held intact for emergencies.

The next matter which I took up with the Railroad & Warehouse Commissioners was the inspection of grain, and with the consent and hearty co-operation of the Commissioners we have undertaken the re-

samples in a warm room, best calculated for the purpose, and without any interference, can examine and pass upon each sample.

We speak of the immediate, correct, and uniform inspection of grain, and I explain that thought, we will take for example, the work of the Corn Expert. He will have allotted to his department, space for the samples of the fourteen inspectors inspecting the corn arriving on the various railroads, and each inspector's samples will be kept separate. In passing on these samples daily, he will be able to tell at a glance where the inspection is too severe or too liberal and can correct the wrong by immediate re-inspection and can during the day call the inspectors to task. It would be but a short time until this daily work would bring the different inspectors to a uniformity of inspection, and as these experts work on all samples and with all inspectors, the in and out inspection would be identical.

It is a school of instruction, and must come now or in the immediate future. It is easy to enlarge in the possible benefits which would come through the scientific experiments which would be made daily by our chemist and it will require the services of the chemist to give an intelligent expression of these chemical possibilities. We think it will be possible in time, by the constant study these experts will give to the work, aided as they will be by the chemist, to place a value on grain. In other words, where two samples grade 2 Red Winter Wheat, according to the rules, one may be worth one or two cents more than the other, and with the scientific report, the receiver would be in a position to demand and possibly get, for the producer the real value of his wheat. You all understand that the present department is a fee supporting one, and must be maintained by a charge for inspection, and at the present time we have a safe surplus for our immediate wants.

In the study we have given to the possible establishment of this new "Dept. of Sampling" we have considered the extra expense and find that it will cost approximately \$25000. for the first year and about \$24000. for the second year. We have outlined our plan briefly to the Grain Committee of the Chicago Board of Trade and I take pleasure in reading this letter from Mr. Sager, Chairman of the Grain Committee. We wish the State of Illinois to be second to none in the Scientific Inspection of Grain. If the consensus of opinion seems to indicate that we should undertake the re-organization of the State Grain Inspection Dept. by the establishment of a Sampling Dept., the next matter to consider is the expense and the proper parties to bear this expense.

As I have previously stated this new Dept. will cost us about \$25000. a year for at least 2 years. It will take that amount of money to equip new quarters, together with the salaries of the four expert inspectors, the one Chemist, at least 12 men to take samples, and other items too numerous to mention. To make a success of this Dept. it will be necessary to secure the services of the best possible men to act as experts and for such experts we will be compelled to pay good salaries.

We first thought it might be possible to draft a bill and ask the State of Illinois to appropriate enough money to carry the new department for 2 years but after a study of the history of the dept. we think the burden should be borne by the people directly interested.

Since the dept. was established in 1871, we have never asked for any state aid to carry out any policies but have maintained the dept. by the fees for inspection and in looking over the charges for inspection, I went back as far as 1879, and at that time we charged 25c per car and during that year the average contents of a car of Corn was 450 Bu. and of oats 750 Bu. During the next ten years the charge for inspection was from 25c to 35c and from 1890 to 1901 the charge was 25c each year and was raised again in 1902 to 35c and has continued so to the present time. But during this period of 28 years the railroads have been advancing with the times and have put in service each year new equipment with increased capacities. The capacities of these new cars have increased so rapidly that it is not uncommon now to see grain cars with over 100,000 pounds of wheat or corn. During this same period our charge for inspection has not been more than 35c per car and if of the 28 years our charge was 25c per car, but the average contents of cars of corn has increased from 450 Bu. to

in 1879 to 1146 Bu. in 1904 and the average contents of cars of oats has increased from 740 Bu. in 1879 to 1454 Bu. in 1904, so at the present time you are paying only 35c for at least twice as many bushels and with corn you are loading three times as many bushels as you did in 1879, and now I would like very much to show you what this Dept. has had to contend with during this period of 28 years.

In 1879 all of the Railroads had their yards for inspecting grain within the original city limits and all of our inspectors could be found within a small radius. It was possible in those days to curtail expenses by the use of one inspector for different roads when receipts would drop off on any particular road. In fact in the history of the dept. we have had one inspector inspecting the grain of three roads and often had one inspector handle 2 roads, but now in the advance with times and the increased business, the separate Railroads have extended their terminals until each inspecting yard is so situated that we are compelled to employ not only more inspectors but more Helpers. In 1879 the C. M. & St. P. had their yard at Union St. and from there they went to California Ave. and are now at Galewood. In 1879 the C. & A. was at Halsted St. and from there they went to California Ave. In 1879 the Ill. Central was at 12th St. with one inspector and Helper and now we find one Division at Forum and one Division at Hawthorne. This change necessitated one extra inspector and one Helper on that road. In 1879 the C. B. & Q. was at Center St. and now we go 7 miles to Morton Park. In 1879 the C. & E. I. was at 33rd St. From there they went to Oakdale and are now at Dalton. 20 miles from 33rd St. These same conditions apply to all of the roads.

Then another point is the loading and cooping of cars. In 1879 it was only necessary to put in a few boards or 1 grain door and now the cars are boarded up to the roof, whether it is necessary or not, and our Inspectors and Helpers must use time and hard labor to enter the cars and must use the utmost care, lest the grain lose out over the high boards, yet you expect us to inspect your grain correctly but you do not consider the difficulty, and the result of these cars loaded to the roof is that we must make a grade and then mark the ticket "Subject to Revision."

This subject to approval means more work to us, and more expense, and costs you nothing. These cars are ordered for transfer and the dept. is requested to send an inspector to remove the subject free of cost, and we must do it. I feel that at this meeting we should go further into this and I would hope that you will authorize us to make a charge of at least 25c for this service.

Now, in view of the fairness of the Dept. for the past 25 years, which seems to be shown by the charge of inspection and the conditions under which that fee was earned, we feel that we merit your confidence and that for the great good which we contemplate and which will benefit all shippers, you will extend a hand.

We are receiving and have received for years 50c per car on all out inspection and 50c per thousand bushels for vessels loaded.

Now, in order to establish this new Dept., after reviewing the past; considering the present; and looking into the future; we cannot do it unless by your action here today you recommend us to increase the fee for In-Inspection from 35c to 50c per car.

We do not feel that the State of Illinois should be asked to appropriate money for this purpose, if the money to adopt this new system can be raised in any other way and I therefore strongly recommend to the Honorable Board of Railroad & Warehouse Commissioners to advance the rate of In-Inspection from 35c to 50c per car which will provide a sufficient amount of money to maintain this new department. Nigh to a grave that was newly made

He was followed by Carl S. Scofield of the U. S. Agricultural Dept., who has given more study to the reduction of the grading and classifying of grain to an exact science than any other person in this country. Mr. Scofield outlined the plan of grading recommended by Flax Seed Inspector S. H. Stevens, deceased. He outlined the simple work necessary to determine the exact percentage of moist-

ples of grain and referred to the use of such terms as "Reasonably Clean" and "Reasonably Dry" in rules governing the grading of grain, as not suitable for fixing the value of so important a commodity.

Mr. Scofield, like many others at the hearing, seemed to think that any effort at improvement should be welcomed. Some very good exceptions were taken to different features of the proposed plan, but for the most part it seemed to commend itself to the Chicago receivers.

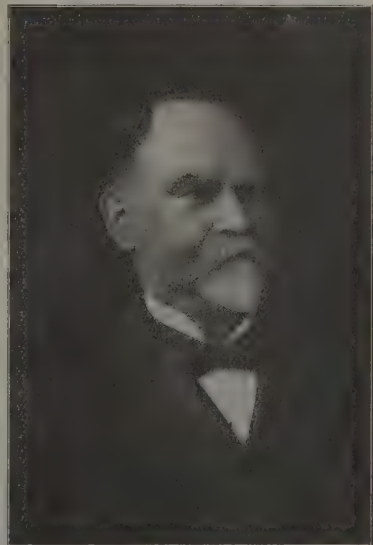
Barley receivers and shippers told of the worthlessness of the present grading of barley and altho they did not look for any great improvement under the proposed plan, seemed to think it might be advantageous at least to give it a trial.

The meeting was adjourned without any action being taken. The subject will probably be discussed at a later meeting of the Railroad and Warehouse Commissioners after they have had an opportunity to canvass the sentiment of the trade.

Death of Albert Schwill.

Albert Schwill of Albert Schwill & Co., who has been identified with the barley and malt trade of this country for about 35 years, died Apr. 23rd in Bad Naudheim, Germany, at the age of 64.

Mr. Schwill was a native of Germany, but spent most of his life in this country. He started in the malt business in the early 70's at Cincinnati, where he remained until '08, when he moved to Chicago. In 1895 he built a large barley elevator and malt house, which two years ago was enlarged to exceed the capacity of any other plant in the world. The business was turned into a corporation two years ago.



Albert Schwill, deceased.

Mr. Schwill, altho of a retiring disposition, was known to the barley and malt trades in all sections of the country. He was nervous, energetic, always planning, always working. He is survived by a widow, two sons and a married daughter.

The Spanish government has reduced the duty on wheat 50 per cent on account of the failure of the crop.

Seeds

Linden, Mich., Apr. 19.—Large acreage of clover seeding.—T. J. Winget & Son.

A receiver has been appointed for the U-Know Mfg. Co., dealer in pop-corn specialties, at Cleveland, O.

R. G. Craig, dealer in seeds and implements at Memphis, Tenn., since 1860, and for several years retired, died Apr. 12.

Grigsby & Stratton, proprietors of the grain elevator at Allegan, Mich., have bot the seed and stock feed business of Milton Griffith.

Toledo clover seed broke badly Apr. 12 about \$1.00 per bu. From \$7.75 for the April option the market has shown some recovery.

H. S. Church, seed dealer, will occupy the 3-story brick bldg., 50x140 ft., to be erected by D. H. Dwight, at Spokane, Wash., at a cost of \$18,000.

Manchester, O., Apr. 15.—Clover looking fine for this time of year. With seasonable weather a good crop of clover seed can be expected.—M. F. Crissman.

Seed dealers of Minneapolis during 11 days of the rush recently cashed 27,463 money orders at the post office, for nearly \$120,000, sent in by farmers to buy seed.

Philippine imports of flaxseed and timothy seed amounted to 550 pounds during the 10 months of 1904 prior to Nov. 1; compared with 1,410 pounds for the corresponding months of the preceding year, and show no increase since the report of the War Department for Sept. 1.

Washington, D. C., Apr. 17.—Clover looking well in Tennessee. Timothy and clover doing well in Missouri. Clover fields starting well in Ohio. Some alfalfa land sown to grain in Idaho. Grass and alfalfa starting nicely in Colorado. Alfalfa doing well in Utah.—Jas. Berry, Chief Climate and Crop Division.

April receipts of clover seed at Toledo will hardly be fifteen hundred bags. This is the smallest of any recent year. Last year they were 5,100 bags, against 2,500 two years ago; 7,300 three years ago and 12,200 in 1897. April shipments will be 8,000 bags or thereabouts. Last year they were 16,600 bags, against 13,000 two years ago.—C. A. King & Co.

Seed exports during the 8 months prior to Mar. 1 amounted to 9,423,538 pounds of clover seed, 1,043 bus. of flaxseed, 11,678,926 pounds of timothy seed and other grass seed valued at \$2,040,088; compared with 5,921,209 pounds of clover seed, 757,970 bus. of flaxseed, 8,782,372 pounds of timothy seed and other grass seed valued at \$2,260,319 for the corresponding months of 1903-4, as reported by O. P. Austin, chief of the bureau of statistics.

Clover seed receipts at Toledo for the week ending Apr. 22 were 255 bags; compared with 1,085 bags for the corresponding week of last year. Receipts for the season have been 77,881 bags; compared with 120,566 bags for last season. Shipments for the week ending Apr. 22 amounted to 805 bags; compared with 1,455 bags for the corresponding week of last year. Shipments for the season have been 83,241 bags; compared with 110,150 bags for last season.

Clover seed trades are in 50-bag lots or multiples thereof. Most trades are in 200 bags or car lots. All trades are settled upon the basis of two and half bushels to

the bag. Two hundred bags would equal five hundred bushels. You can make and close your trades any day you wish. If you sell October seed you must deliver or cover during that month if you do not before. October will be the active future for some months. It takes prime of the new crop to fill it.—C. A. King & Co.

Why do not some of the seed growers or experiment stations breed up and raise the standard of clover seed? There is just as much difference in clover as there is in corn. One field of medium clover will have twice as many heads and leaves as another one on the same kind of soil with seed from another place. One of them will cut a heavy second crop and the other will cut scarcely any. There will be a great difference in the time of ripening, in the color of the leaves, size of heads, etc. There are some places in northern Michigan on the cut-over timber lands where clover has seeded itself from where teams have been fed years ago and spread until you can walk through clover for a mile at a stretch, and you will see alsike, red and white clover, and sometimes a clover with a bright yellow blossom. This seems to be a small and inferior kind. But there is such a great difference in the kinds that I have always wondered why someone did not get an extra good strain and name it, and then we would know what we were getting.—*Hallace's Farmer*.

TOLEDO SEED LETTER.

The clover seed market has been dull for the past two weeks. The season is just about over, and from all indications it looks as if very little will be left to carry over to next season. Shipments are in excess of receipts.

"The bulk of the clover seed business was done in just about six weeks," said A. Gassaway, secretary of the Exchange. "The same amount of business on former years covered a period of three or four months. While the big rush was on, most every handler of seed reported double the amount of business for each week. Seed men are well satisfied.

Stocks are low and little seed will be carried over."

James Hodge—"There is nothing doing in seed to speak of. There is fair trade in October seed."

Fred Mayer—"The stock on hand Saturday amounted to 2,700 bags. Not much business in low grades. The reports on the new crop are favorable."

E. W. V. Kuehn—"Not much to say. No trades scarcely being made. Little trade to come from northern part of New York and Michigan. The market has been quiet with an upward tendency."

John C. Keller—"Values have been well maintained with advancing tendency. Trading in April is extremely light, the winding up of outstanding contracts. Looks as if the stock would be nearly all exhausted. Trading in October is fairly active with prices steady. Reports on the growing crop indicate that if nothing happens there will be a good-sized crop."

—H. D.

The Pillsbury-Washburn Flour Mills Co. filed a \$50,000 bond Apr. 11 to grind Canadian wheat at its mill at Anoka, Minn.

Everything will be done by us to make the meeting of the Grain Dealers National Assn. at Niagara Falls a grand success.—H. G. Anderson & Co., Buffalo, N. Y.

That May wheat is the safest sale on bulgs, as stated in the Journal Apr. 10, is no longer true, after the heavy break of Apr. 20-24. Shorts now should accept their May profits, and go long of September wheat on certain conditions, which, however, are not yet in sight.

U. S. Senator Joseph R. Burton was indicted by the federal grand jury at St. Louis Apr. 13 on the charge of having accepted fees from the get-rich-quick concern known as the Rialto Grain & Securities Co. Burton is said to have received \$3,000 from the concern to act as its attorney before the Post Office Dept. with a view to preventing the issuance of a fraud order against the scheme.



Northwestern Elevator at Louisburg, Minnesota. Wrecked by the Tornado of Mar. 27.

Elevators Wrecked by Tornado.

Louisburg, Minn., on the evening of Mar. 27 was visited by a tornado which badly damaged the grain elevators and demolished 5 houses. Two of the houses were so completely destroyed that no trace can be found of them; and that the elevators were not entirely blown away is due probably to their stronger construction. They were not barn builder products.

The location of Louisburg is not more inviting to windstorms than that of many another town on the western prairies. The village is situated on the Great Northern railroad in Lac qui Parle County only 15 miles from the South Dakota line. A few miles north is the long lake formed by a widening of the Minnesota River. The storm came from the southwest and was preceded by hail. Coming at 6:30 p. m., and without the usual signs, the 100 inhabitants of the village had no warning of its cyclonic power.

Fotograf reproduced in the engravings herewith show the Northwestern Elevator with most of the cupola torn off and the roof stripped off part of the driveway and engine room.

The cupola of the elevator of the McCaull-Webster Elevator Co. was lifted off clean by the vacuum, as shown by the fotograf herewith. The head of the single stand of elevators is naked like a church spire. No one looking at the picture would suppose that the gasoline engine and stove shown in the foreground ever had been inclosed, so completely was the engine room wiped out.

The yard of the Hennepin Lumber Co., which had been entirely inclosed by a large shed with a driveway in the center, was converted into a picturesque wreck. The scantlings and heavy timbers were tossed about like matchwood while the shed was completely swept away. The fotograf of the yard herewith shows the Northwestern Elevator in the distance.

All the offices of the Northwestern, Interstate and McCaull-Webster companies were demolished; and losses of the grain companies are about \$3,000.

We are indebted to C. A. Crowl, secy. of the McCaull-Webster Elevator Co., for the fotograf of the yard and his company's elevator, which were taken by him a few days after the tornado.

Asked— Answered

REGULAR DEALER IN CALIFORNIA? STATE SECY?

Grain Dealers Journal: Will some one who is posted answer the following questions:

Who is state secy. of the grain dealers assn. of California?

What constitutes a regular dealer in California? An irregular one?

What recommendations and requirements are necessary to become a member of the state grain dealers assn. of California?—L. H. S.

HOW MANY POUNDS IN A BUSHEL OF MILLET?

Grain Dealers Journal:—Will you please inform me how many pounds of millet seed it takes to make a bushel?—M. L. V.

Ans.—The only states which have established the legal weights of a bushel of millet seed are Arkansas, Indiana, Iowa, Kansas, Kentucky, Michigan, Missouri, Nebraska, Ohio, Tennessee, Texas, Virginia and Wisconsin. All have fixed the weight of a legal bushel at fifty pounds except Iowa, whose Legislature fixed the weight at forty-eight pounds. The laws of Missouri and Tennessee give fifty pounds as the legal weight of a bushel of German millet seed.

Millers Favor Reciprocity.

Delegates of the Millers National Federation, which is the most influential association of millers in the United States, at a meeting at Chicago, Apr. 14, adopted strong resolutions urging reciprocity.

To give the millers access to the markets of the world and to prevent the imposition of tariffs prohibiting the entry of American flour, the delegates advocated the establishment by commercial treaties of more favorable trade relations, and in-

dorsed the organization of an exporters league to secure effective and harmonious work in furthering such plans as may be agreed upon.

The Niagara Falls Meeting.

Late advices from Niagara are to the effect that on the evening of Saturday, June 3rd, an old-time Southern Cake Walk will be given at the Cataract-International Hotel by direct descendants of the "real thing."

The Southwest Excursion Bureau and the Western Passenger Assn. will place their tickets on sale May 29th so that dealers going from distant points may be able to start in ample time to reach Chicago for the special train over the Michigan Central (The Niagara Falls Route), leaving Chicago the afternoon of June 1st and arriving at Niagara on the morning of the 2nd.

Millers Want Broader Market for Contract Grades.

In view of the determined opposition by certain millers to the enlargement of the number of contract grades of wheat deliverable on the exchanges of which they are members, the action of the delegates to the Millers National Federation at Chicago, Apr. 14, in unanimously approving the acceptance of lower grades at a penalty, is significant. The most influential body of millers in America having set the seal of their approval on this innovation the adoption of such rules by exchanges everywhere will be hastened. The resolution adopted is:

Resolved, that it is the sense of the Millers' National Federation that the grades of wheat applicable on contract on the various boards and exchanges shall be increased to include, in addition to No. 2 red, No. 2 hard and No. 1 northern, No. 3 red, No. 3 hard, and No. 2 northern at a penalty; and that a copy of this resolution be sent to the grain exchanges of Chicago, Minneapolis, St. Louis, Toledo, New York and Kansas City; and that a committee of three be appointed to canvass the situation and lay the matter before the Kansas City Mass Convention.



Elevators Damaged by Tornado at Louisburg, Minn.

Annual Meeting Grain Dealers Union

The Ninth Annual Meeting of the Grain Dealers Union of S.-W. Ia., and N.-W. Mo., was held in Red Oak, Ia., Apr. 12. The attendance was smaller than had been expected, due no doubt to a paucity of business among members during the past two years and the failure of the railroads to make any concessions in the way of transportation. The Assn. is about holding its own as to the number of its membership and no doubt a realization of the large crop of corn assured this year by the preparations for an unprecedented acreage and slight assistance from the railroads in the way of transportation would result in a return of the old-time enthusiastic meetings.

Pres. Hunter called the meeting to order and after giving a brief history of the organization expressed his disappointment at not having more of the members present, and said: No doubt the reason for the small attendance at this our annual meeting is due to the fact that many of our members have had no grain to handle during the past two years, and cannot see any need of attending the meetings as they have no grievances with any one. But the prospects are for a good crop this year. The farmers are plowing sod that has never been plowed before. Last year the corn crop of Missouri was almost a failure and we raised only twenty-five hundred millions of corn. This year the indications are that we will raise twenty-five hundred millions more and Missouri will also probably raise a good crop.

If we get a big crop it will breed scoop shovel men again,—but we have the receivers and commission houses on our side now. In the beginning they were dead against us. They said, "Who are you people?" There were only 19 of us then. But they have long since recognized our assn., and see the advantage to their business of working with us. Make it your business when you go home to see your neighbors. Get them to stand by this assn. Without an assn. we can't do business in this country and you know it.

We haven't any set program to-day. This is the annual meeting for the election of officers and of course it is a form which we must go thru. Not only that, but we wanted to get you together to get acquainted and become friendly with one another, and stop fighting. If there is any gentleman present who has a grievance we would like to discuss it.

I want to say further that I have been Pres. of the assn. for 8 years. I am getting pretty old in the harness. I have asked to be relieved of the office several times, but you have not seen fit to let me out. I want to say, gentlemen, that my health will not permit me to do the same work for this assn. that I have done in the past. Your Secy. seems to be as alive and active as he ever was. I will stay with this assn. as long as I have a foot, but I would like to have some one take my place.

Secy. Stibbens read the following report and financial statement, both of which were adopted:

SECRETARY'S REPORT.

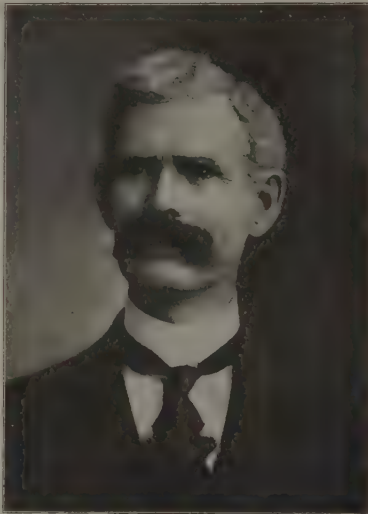
Mr. President and Gentlemen:—

This is the ninth annual meeting of this organization and quite a number of those present have been members during the past nine years.

Time has demonstrated the fact that grain assn's are necessary factors in bringing about better conditions and higher ideals. The trade is slowly being educated and the dealer who is seeking information and progresses with the advanced ideas of the present, will have great advantage over his competitor who is trying to conduct a grain business under the system in vogue twenty years ago.

Conditions would be vastly better were it possible to have the united support of all members. If you supported assn work with the same energy that you put into your private business there would be a different story to tell.

Quite a number of dealers are very exacting when they believe their rights are



D. Hunter, Hamburg, Ia.
Re-elected President for Eighth Term.

being infringed upon, but what about it when the other party is demanding just treatment from you?

ARBITRATION.—Our committee has had only 2 cases to decide during the past year, and in one the decision was against our own member and in favor of the receiver.

Arbitration is conceded to be the fairest way of adjusting grain differences, but there are people in the trade who refuse to arbitrate, and unfortunately a few of them have been identified with this organization. This class of dealers should be thoroughly advertised as a safeguard to the receivers in terminal markets. There are instances where receivers persist in doing business with dealers who have refused to arbitrate, but they are exceptions to the rule.

WEIGHT CERTIFICATES: In shipping grain to terminal markets, quite often your commission merchants fail to send you certificates of weights with your account of sales. This is a negligence on their part and very frequently they are held back to avoid informing you where the grain is weighed.

You pay for this service and are entitled to the weights, therefore you should by all means demand the certificates as well as the record of the condition of the cars on their arrival. In instances of shortages these records are very important and will assist you in collecting for them.

You desire to have certain weighing departments in different terminal markets to supervise the weighing of your grain, therefore if you neglect to make the necessary demand you will never know where or by whom your grain has been weighed.

You are vitally interested in building up in every terminal market a weighing department that is absolutely, perfect, and one that will throw every possible safeguard around your property.

The successful departments of this character today are those that not only weigh your grain but make a record of the condition of all cars weighed, and keep a vigilant eye on all railroad yards and arrest and prosecute the grain thieves.

You can materially assist the weighmasters in every market by advising them of the number and initial of your cars, the number of bushels loaded if weighed by you, as they would receive the information in advance of the arrival of the grain, and would therefore make an extra effort in your behalf.

Most of your shortages are caused by your own carelessness in cooping cars or leakage in transit, hence it would be wise on your part to see that grain doors are properly placed in cars, as more grain is lost from leaky grain doors than all other sources combined.

The weighing departments giving the best satisfaction and the most accurate weights at this time are those under the jurisdiction of the Board of Trade and Exchanges, and the trade in general should register a vigorous protest against any state undertaking to usurp the legitimate functions of the grain trade.

Certain states recently have undertaken to secure legislation making it mandatory upon every shipper of grain to have it weighed by a department, controlled by the state, and these particular states have been maintaining a so-called weighing department for the past two years, and during all this time it is said that they have never tested a single scale.

SCALE TESTING: Some of the associations have inaugurated a system of testing country scales that should be adopted in this section, as it would no doubt save you a great deal of annoyance as well as money.

Your scales not having been tested for years, how do you know they are correct? I have known scales to be used in this section 20 years without being tested.

If you would have an expert examine your scales three or four times a year you would have the satisfaction of knowing they were correct and the terminal man would receive much less abuse. If your scales are weighing too heavy your customers will never inform you of it.

CONTRACTS: In making contracts for shipments of grain be careful that you fully understand the terms of the card bid or telegram before accepting them, as nearly all differences are brought about by a misunderstanding of the terms.

In law or arbitration the postal card bid or the telegram you receive, and your wire of acceptance constitutes the original contract, and it will be well for you to bear this in mind and know positively that you have fulfilled your part of the contract.

If you should make a sale for 20 days shipment and for any reason were compelled to ask an extension of time and get it, see to it that the extension is for a specified number of days, as a contract cannot legally be extended for an indefinite period.

LANDLORD'S LIEN LAW: No doubt you are aware the Lien Law was amended by the Legislature in this state a few years ago, making it a penal offense for a tenant to dispose of the crop and not apply the proceeds on the rent, but do not overlook the fact that the amendment did not change the Landlord's lien in any way, and they can still compel the buyer to pay for the grain the second time if the tenant does not pay his rent.

During the past winter you received from me a circular letter setting forth how you could relieve yourself of all liability by issuing a check payable to the order of the tenant and the landlord, by inserting both of their names in the body of the check, then it would be up to your banker to secure the proper endorsements and relieve you of all responsibility.

PROPER SELECTION OF SEED CORN: A campaign of education has been going on in this state for sometime and the farmers have been convinced that it is to their interest to be more careful in selecting the corn they plant.

Every grain dealer should become enthusiastic on this subject and talk it up with his customers, as it will benefit you as much as the producers.

MISSOURI CONDITIONS: Unfortunately Missouri did not raise much corn last year consequently, the dealers in that state were compelled to go to Nebraska and Iowa for what they needed. Conditions have not been as bad as two years ago, because dealers in Missouri have been inclined to patronize dealers in this state, but there has been some friction because some deal-

ers have been disposed to ignore the rights of those in our sister state.

Conditions have made it imperative that the grain trade in these two states work harmoniously, as one is not independent of the other. The dealers in each state should make a special effort to co-operate with each other to bring about the best results.

A great many dealers in Missouri have been benefited by our efforts during the past winter and a great many of them realize it, and should that state raise a good crop the coming year, I believe it will be possible to bring about thorough organization.

OVERDRAFTS: Have you ever considered what a mean, small thing it is to make an over draft on a shipment, and keep the money for a year or two, because you know the amount is so small the receiver cannot afford to go into court to collect it? And yet this is done in some instances all over the country.

Is it any wonder that some receivers are slow to support associations when their members resort to such tactics?

The only way we can hope to have the united support of the receivers in terminal markets is to deal fairly with them, and when we ask them to protect your business it is your duty to reciprocate at every opportunity.

In cases where you have been protected by receivers against unjust competition how many of you have shown your appreciation by giving them at least a small portion of your business?

I assure you it will be greatly to your advantage to work harmoniously with receivers, as we must have their support if we get good results.

In a few instances our Governing Board have been compelled to suspend members for refusing to abide by arbitration decisions or for their refusal to arbitrate differences. I fear too many of you lose sight of the fact that it is impossible to conduct a successful organization without the united support of our members.

A dealer is entitled to no sympathy when he agrees to abide by a decision of a committee and then refuses to do so if the case goes against him. A man brands himself as unfair when he refuses to arbitrate.

LEGISLATION: The reason the grain trade does not have more influence in legislative matters is because they are very negligent when called upon to write state or National Representatives. When requested by Secretaries to take up certain matters of vital importance only a small percentage respond, consequently the pressure brought to bear is weak, compared with what it would be if all would act promptly.

There are matters that you are deeply interested in, which will come up in extra Session of Congress next Fall, and unless the grain trade use all their influence it will be defeated.

MEMBERSHIP: Our membership is smaller than one year ago for the reason that the State of Missouri had a very short crop the past year and dealers have had nothing to ship out, decided their business would not justify them in paying dues.

Our membership at this time is 115, representing 164 stations. We have had two suspensions.

FINANCIAL STATEMENT.

March 1, 1904, to April 10, 1905.

Cash on hand Mch. 1, 1905.....	\$ 215.32
Membership fees collected.....	30.00
Dues collected	1,456.00
Advertising on program and list.....	116.00
Arbitration deposits	20.00
	\$1,837.32

EXPENDITURES.

Postage	\$ 155.57
Secretary's Traveling Expense	129.99
Printing and Stationery	159.62
Telegrams	5.85
Union Card	3.00
President's Expenses	250.35
Delegate Expenses	90.39
Mexico Banquet	115.9
Secretary's Salary	700.00
Dues to National Ass'n.	86.25
Arbitration Deposits returned.....	10.00
Cash on hand	130.30
	\$1,837.32

Secy. Stibbins also read Circular No. 3 sent out by the American Shippers Assn., regarding the Uniform Bill of Lading. The matter was discussed informally but no action taken.

Secy. Stibbins said regarding the effort of the Missouri politicians to establish political weighing of grain in that state: If that bill becomes a law in Missouri and it is constitutional it will put the Board of Trade Weighing Dept. at Kansas City and the St. Louis weighing dept. out of business. We have a letter suggesting that this convention send a telegram to Gov. Folk requesting him to veto the bill and, personally, I doubt the wisdom of sending it. Mr. Stibbins then read a letter to the Grain Dealers Journal from Mr. W. C. Goffe, Pres. of the Kansas City Board of Trade, bearing on the subject, and the matter was dropped.

The election of officers resulted in the selection of D. Hunter, for Pres.; E. H. Van Schoiack, V. P.; and G. A. Stibbins, Secy. to succeed themselves.

The selection of members of the Governing Board for the ensuing year resulted as follows: From Iowa: R. S. Shambaugh, Clarinda; James Gault, Creston; Alva Humeston, Humeston; D. N. Dunlap, Fontanelle. From Mo.: H. F. Leet, Maryville; W. W. Pollock, Mexico; J. H. Wayland, Salisbury.

Applications for membership in the assn. were received and approved from the following dealers: Thos. Hutchinson, Anderson, Ia.; De Hart & Riggs, Wetherby, Mo.; W. H. Fluke, Orient, Ia.; Adrian Elevator Co., Adrian, Mo.; G. A. Stibbins, Prescott, Ia.; S. E. Wainwright, Lenox, Ia.

Adjourned.

CONVENTION NOTES.

Those who stayed at home were responsible for the small attendance.

C. M. Boynton brought his usual supply of cigars for the dealers.

R. S. Shambaugh was the only man who could beat the slot machine.

St. Louis was represented by H. H. Savage, with Brinson-Waggoner Grain Co., and Jos. Norton.

Kansas City had two delegates in attendance, C. M. Boynton of Harris, Scotten Co., and C. W. Lonsdale.

The "Q" was represented by J. C. Johnson, T. F. A.

The following dealers were in attendance: H. G. Abraham, Prescott; W. W. Albright, Lewis; W. B. Allen, Conway; J. W. Berry, Clarinda; Wm. Dougherty, Red Oak; R. J. Edmonds, Hebard; D.

Gault, Cromwell; J. Gault, Creston; M. Hennessy, Orient; D. Hunter, Hamburg; J. A. Kyle, Shenandoah; T. J. McCormick, Stanton; Ed. Nation, Red Oak; R. S. Shambaugh, Clarinda; Geo. A. and Walter Stibbins, Prescott; Jno. Turner, Cumberland; O. A. Talbot, Keokuk; E. H. Van Schoiack, Elliott; S. E. Wainwright, Lenox.

Why Organize?

Not long ago a large merchant said to one of our representatives: "Why should I subscribe for your paper and keep in touch with this association work—why should the merchants organize anyhow? We are getting full prices and have no local troubles."

Said our solicitor: "You have a store and residence?" He said, "Yes."

"Have you them insured?" He replied, "I have." "Have you insurance on your life?" He said, "Yes."

Then our solicitor said: "Your house is not burning, your store is not on fire, and you are not quite dead. Why carry insurance?"

He saw the point.—*Southern Merchant.*

J. T. Ricketts.

J. T. Ricketts, who recently lived at Paris, Ill., and left for parts unknown, after forging 27 Bs-L, as was stated on Page 391 of the Grain Dealers Journal for April 10th, is a young man about 29 years of age and weighed about 135 pounds. The portrait published herewith of him is said by men who knew him to be an excellent likeness. He had very black hair, dark complexion, smooth face and cold gray-blue eyes. His right eye turned out a trifle.

He had a fascination for bucket-shop blackboards and seemed unable to resist the temptation, whenever he had any cash, to play. He is said to have been of a cool calculating temperament. Before leaving he paid all his local indebtedness, gave his wife several hundred dollars and paid a note at Mattoon amounting to over \$4000. So it is estimated that he did not take away with him more than \$7,000 or \$8,000.

The entire Pinkerton detective force is on the lookout for him and no doubt he will be captured before long.



J. T. Ricketts, Paris, Ill.

Meeting of Receivers at Cincinnati

The meeting of grain receivers called by Vice-Chairman Riley of the Advisory Committee of the Grain Dealers Natl. Assn., was called to order in the Grand Hotel, Cincinnati, Thursday morning April 13th by H. S. Grimes of Portsmouth who explained that some of the receivers had recently been suffering from a very serious attack of *rickets* and the meeting had been called in the hope of insuring immunity from similar attacks hereafter.

Mr. Riley acted as temporary chairman and explained in detail the purposes and objects of the meeting. H. S. Grimes was elected permanent chairman and J. W. McCord of Columbus, O., was elected secy. of the meeting.

Four different plans for securing protection from forged Bs-L were presented as follows:

R. L. CALLAHAN'S PLAN.

"Make drafts payable on receipt of notice from railroad agent at destination of arrival of way bills."

ADVANTAGES.—Facilities for these additional notices by the railroad company can be more systematically and economically carried out at the larger terminals than at the smaller stations. The frequent changes of agent at the smaller country stations would make very difficult the carrying out of any rules for notification to the Receivers of the shipment of cars.

BILLS OF LADING BEARING SERIAL NUMBERS.—This would be no safeguard, because of the ease with which these Bills of Lading could be either stolen from the railroad agent or imitated so as to perpetrate fraud.

PAYABLE ON ARRIVAL.—The great objection to this is that there is no fixity whatever about the time when a draft would be paid, and is, therefore, open to criticism by the banks and also by the shippers. The shippers certainly have the right to expect reasonably prompt payment and to guard against abuse, the time at which the draft should be paid, ought to be fixed as nearly as possible.

Under the present system, where a sight draft is made, the time will probably average three to four days before the draft is paid. Shippers do not consider it any great hardship to make their drafts payable at sight, and it would therefore not be a great change and certainly no hardship on the shippers to ask and insist that draft be payable, as stated above, under a system of postal card notification by the agent at destination to the shippers and also to the receivers, the time for payment of draft is definitely fixed and any unusual delay in payment on the part of the receiver, could be traced by the shipper and properly criticised.

J. C. HELLNER'S PLAN.

Mr. Chairman & Gentlemen:

We cannot hope to secure complete immunity from attempts at fraud, but there is little doubt that the present methods of handling and paying drafts attached to Bs-L are lacking in proper safeguards for the protection of the payee.

My experience as railroad agent at a large station, convinces me that in order to gain the hearty co-operation of the transportation lines the plan we suggest should be as simple as possible, so as not to entail increased work at the busy stations, nor to be so complicated as to become inoperative at the small ones. Every railroad agent is thoroughly awake to the delivery of goods received billed to shippers order, and is duly careful about taking up the Bs-L, but is he equally careful in his shipments of such? Evidently not. All of you gentlemen have doubtless seen every kind of document purporting to be a B-L, from dray ticket up, attached to your

drafts with lead pencil endorsement on back.

Now, I offer the following plans for your consideration:

Let the shipper make out the regular R. R. B-L as in general use, and present same to railroad agent. The agent takes up this bill for billing purposes, and as his authority for the billing. He then makes out an original and duplicate B-L at one writing, using a carbon, using blanks especially prepared for this purpose by the railroads, and which blanks are not permitted to go into the hands of the public, but kept securely the same as tickets by the agent. The original he gives to the shipper to be used in connection with draft. The duplicate B-L should show prominently on its face "Duplicate. Will not be accepted to secure delivery of goods," so as to protect the railroad from possible error in delivery.

The agent issuing the B-L will at once mail this Duplicate to agent at destination of shipment, who, upon receipt, will stamp it with his office stamp and then cause it to be delivered to the consignee. The consignee, or receiver of the shipment, will then have a fac-simile copy of the B-L in his hands when the draft attached to the original is presented for payment, and can judge the validity of the same for himself.

The important feature is the use of a special form blank not to be in everyone's hands, and it properly guarded. This in itself will cause the agent to appreciate fully the character of the paper he is furnishing which is to become the part of a financial transaction. He now looks at such Bs-L as ordinary freight receipts and that it is up to the banks, and the man paying the money, if it is to be considered in any other way.

H. E. KINNEY'S PLAN.

The subject we are called to consider is a very broad one. We must proceed on the theory that there is no real protection against forgery and embezzlement. The best thought of the greatest bankers has been centered on this subject for years. The only hope is to safeguard, in a feasible way, the issue of negotiable documents by imposing certain duties upon the maker of paper, evidencing ownership and carrying possession to the endorsee.

The call of this Convention to consider safeguarding of the issue of Bs-L, which have come to be the most generally used collateral in handling the entire shipping business of this country, makes it one of unusual importance to bankers and railroad men, as well as to merchants throughout the country.

About fifty years ago this subject became one of legislation in Great Britain, and has been legislated upon more or less in other countries, but we in America seem to have made no progress along this line. This paper should have the same protection and be safeguarded in the same way as Bills of Exchange, their uses being similar. We should therefore urge such action as will provide:

First: That best bond paper and steel engraving be used to distinguish ladings from ordinary shipping bills.

Second: That they be issued in triplicate and by consecutive numbers, a copy to be forwarded by issuing Agent direct to the Agent at destination (who shall immediately advise consignee of its receipt), and a copy also forwarded to the party notified on all billings.

Third: That a daily abstract by agents authorized to issue such papers be made to the Auditor of Freight Accounts, giving the commencing and closing number for the day.

Fourth: The preservation and return of mutilated or damaged Ladings to the Official, who issued the blank.

These conditions would give reasonable security against unscrupulous persons securing blanks for improper use.

The trade papers in every field, should take up this subject. They will reach the interests most affected and through their effort and suggestion, will come a theory that, put into practice, will remedy the evil of forged ladings.

No other medium will create the interest that the Trade Press can by speaking direct to those, whose confidence it has, and whose cause it espouses.

C. A. MAGUIRE'S PLAN.

It has been intimated that the Ry. Cos. are ready and willing to co-operate with the grain dealers in preventing fraud. Now in order to test their sincerity we propose the following changes in the present custom.

We feel that as we are large patrons of the Ry. Cos. we are not asking anything unreasonable:

First: The Railway agent must not issue a B-L for a car of grain before the car is completely loaded, properly cleated, doors closed and delivered on the track controlled by the Railway Co. issuing the B-L.

Second: The Agent immediately upon issuing the B-L shall fill out a blank, prepared by the Railway Co. for the purpose, address it to the agent of the Railway Co. at the point of destination of said car of grain, and send it by the first passenger train passing his station in the direction of said destination.

Third: The Agents of all Railway Cos. shall, upon the day of receipt of such advice of shipment, notify in writing the party to whom such car of grain is billed (whether direct or "to order"), as per blank to be prepared for the purpose.

Fourth: The Blank referred to in second clause shall read as follows:

The Ry. Agent at (here insert destination of car).

This is to advise you that I have this day issued a B-L for the following cars and billed same in accordance therewith.

Initial. No. Containing.

..... billed

shippers order notify.....

Date..... Signed..... Agent.....

Ry. Co.

Fifth: The blank referred to in Third clause to read as follows:

To (here insert name of consignee, if order so state.)

This is to advise you that this Ry. Co.

has received at (here insert billing station and date), the following cars

of grain billed to order notify you and

same is now in transit.

Initial No. Containing. Weight given.

.....

Signed Agent.

(Date) Ry. Co.

Geo. H. Ingalls of the Big Four Ry., said, If there is anything we can do to surround Bs-L with safeguards we will do it gladly but you must not encumber us with too much expense or labor. We experience much trouble in retaining competent men in charge of country stations. As soon as they attain proficiency they are hired away from us to care for traffic matters of shippers and receivers. A station agent is hard pushed for time when grain is moving actively and cannot be depended upon to do more, regardless of any rules or regulations we may make. At present the methods of the railroads are uniform and represent the simplest and least expensive method our car accountants can devise to handle the work. I wish to suggest: that before you lay your petition before the railroads you take up this trouble with other shippers assns., and get something which will meet the needs of the entire shipping public.

H. H. Bingham moved that the papers be referred to a committee of five for consideration and to evolve and present a plan at the afternoon session. The motion was amended to give the comite power to add to the number as they saw fit and then adopted. The comite appointed for this work was W. W. Granger, Cincinnati; H. H. Bingham, Louisville; J. W. McCord, Columbus; H. H. Hill, Cincinnati; C. B. Riley, Indianapolis and E. E. Williamson of the Receivers and Shippers Assn.

The comite was requested to report at 2 o'clock.

C. B. Murray, Supt., of the Chamber of Commerce invited all out-of-town

dealers to visit the Exchange and make themselves at home.

The Luncheon.

While the Comite was at work drafting its report the dealers in attendance were taken in charge by a comite of the Cincinnati receivers and ushered to the handsome quarters of the Cincinnati Business Men's Club, which occupy the 6th and 7th floors of the Chamber of Commerce Bldg.

Tables had been provided in advance and all were given an elaborate 7-course luncheon.

Afternoon Session.

Chairman Grimes called the meeting to order at 2:25 p. m. and asked for the report of the comite which was read by Secy. McCord.

REPORT OF COMMITTEE ON RESOLUTIONS.

Six communications embodying suggestions and plans for safeguarding Bills of Lading have been placed before the Committee.

We respectfully refer same back to the meeting for its consideration.

The majority members of the Committee recommend the following plan for your consideration:

- (1) That Order Bill of Lading be issued to agents in station and serial numbers, printed on better paper than is now in general use for such purpose.
- (2) That Order Bill of Lading be kept from the public as passenger tickets are.
- (3) That Order Bill of Lading be issued under stamp and seal, executed in ink by the issuing agent.
- (4) That Order Bills of Lading be printed or otherwise designated as such.

MINORITY REPORT.

The recommendations submitted by the majority are, in the estimation of the minority, good ones, but the minority commiteemen, however, prefer to make the following recommendation:

"That terms governing purchase of grain shall be, that payment of drafts shall be made with proper Bills of Lading attached, only on receipt of notice from Railroad agent at destination of arrival of confirmatory Way-bills."

In the treatment of this question your Committee suggests that due consideration should be given to the practical Banking, Railroad and Commercial conditions as they now exist, and as they would be affected by the proposed reforms.

F. F. Collins moved the adoption of the majority report.

C. B. Riley addressed the meeting in behalf of the majority report.

H. H. Bingham speaking for the minority report said: Inasmuch as we were told this morning by the representative of one of the largest railroads of this section, that the very recommendations outlined in the majority report will be impracticable, we thought best to make additional recommendations.

A letter from J. A. Loudon was read in which he advocated the payment of drafts only upon arrival and examination of the grain at destination.

H. E. Kinney: It seems to me the recommendations of the minority is a matter of local option. The majority report provides not too many restrictions to give us the protection needed and contemplates no material increase in the railroad company's expenses. It is reasonable that station agents should be required to account for every blank order B/L placed in their hands.

F. N. Hartwell: I favor the minority report because of the reluctance of the railroads to incur extra expense or labor. The simpler our suggestion the more likely is it to prove suitable to them. If the railroad agent is provided with a seal to be used on the order Bs-L and dupli-

cate notices to agents at point of destination are sent by mail no delay will occur in the timely arrival of notice, as it would were the notice sent by the usual railway mail route when it had to pass over several lines.

B. J. Prater: All this talk is on order Bs-L. Now, we receive drafts attached to ordinary Bs-L, in which case cars are billed direct to us. I believe that our recommendations should cover all Bs-L.

F. F. Collins: We sometimes receive Bs-L by mail and later the draft is presented. I think if pressure is brought on the transportation companies they will cooperate with us.

E. E. Williamson: The plan we present to the railroads should be the simplest we can devise. The less opposition they can present the more readily will they act on our suggestion. I see no objection to the majority report except that it will necessitate some extra expense and labor.

John Collins: It is not always possible for the agent to tell over what line the shipment will go.

F. M. Murphy: It occurs to me that you are asking the railroad companies to do something they cannot induce their \$25., a month agents to carry out, try as hard as they may. If they would succeed they would increase their liability, a thing I think we would find them very reluctant to do. If we can induce the agents to send a duplicate way-bill signed in ink direct to the agent at point of destination we can gain some protection without making the railroad companies extra expense.

Chairman Grimes suggested the use of a seal only and that it should be used on every B/L.

A. Brandeis: The most gigantic fraud ever yet perpetrated with forged Bs-L was by Mr. Harroun who had the bills numbered serially and stamped with the railroad company's stamp.

Mr. Loudon spoke in favor of payment of drafts only on arrival of grain.

J. W. McCord: It is the custom for the railroads to designate their stations by numbers. We are not here to discuss methods of doing business but to reduce the numbers of forged Bs-L. Duplicate way bills would be useless in blind or interior billing. The money saved by railroads from the profligate waste of cheap Bs-L would more than offset the extra expense incurred in providing and accounting for Bs-L engraved on good paper. The railroads have recently contemplated changes which would necessitate 90 per cent of the clerical work contemplated by the majority report.

J. A. Loudon again impressed upon the meeting the advantage of paying drafts only when grain arrived and was inspected.

W. W. Granger in supporting the majority report said: I am not in favor of the Cincinnati market being placed on the same footing with buyers who refuse to pay drafts on presentation. We did not come here to consider the manner of doing business, but to try to devise some practical protection to reduce the numbers of forged Bs-L.

H. E. Richter: The railroads owe it to us to exercise greater care in issuing Bs-L. They should not hesitate to issue them in duplicate on good paper and number them serially.

Secy. McCord cited Ohio bankers and read from their letters demanding greater care in the issuance of Bs-L. Many have suffered so many losses that they are now refusing to have anything to do with grain Bs-L.

The question having been asked as to whether or not the railroads were giving any assistance whatever in apprehending forger Ricketts, W. W. Granger said: Altho very reluctant to take up the matter, the Big Four officials finally instructed the Pinkerton Detective Agency to capture the forger if possible, regardless of expense.

B. B. Minor suggested that the same safeguards be thrown about straight Bs-L as order Bs-L.

H. E. Kinney: That is not necessary as we cannot get money on anything but an order B/L.

Secy. McCord: There is no value in a straight B/L. If the banks advance money on them they do so at their peril. Railroads deliver goods to consignee without taking up such Bs-L.

T. C. Crabbs favored the majority report.

Robert Bell: Some protection should be thrown about the signature of the agent issuing the B/L. The bank where it is first deposited should know it to be authentic.

F. F. Collins moved that the word "order" be stricken from the report. Seconded.

Secy. McCord: That would be impracticable as it is not necessary to go to all this expense to protect a worthless piece of paper. Banks and railroads pay no attention to straight Bs-L. Order Bs-L constitute only about 10 per cent of those issued and are the only ones that have value. The shipper can divert grain represented by straight Bs-L as he desires.

The amendment was carried and the majority report of the comite adopted.

The comite was continued with the exception of Mr. C. B. Riley and W. W. Granger who resigned in favor of H. E. Kinney and H. S. Grimes.

B. J. Prater moved a vote of thanks to the Cincinnati receivers for the cordial reception and luncheon.

The motion was carried.

H. E. Kinney: I move that a copy of the Grain Dealers Journal containing a report of this meeting be marked and sent to leading trade journals of trades interested. Carried.

The meeting then adjourned.

CONVENTION NOTES.

J. T. Ricketts, formerly of Paris and Conlogue, Ill., was unavoidably detained elsewhere. He failed even to send his regrets.

Louisville was represented by H. H. Bingham, A. Brandeis, R. L. Callahan, F. N. Hartwell, A. C. Schuff and T. G. Williams.

Indianapolis was represented by Robert Bell, B. A. Boyd, W. S. Gilbreath, H. E. Kinney, B. B. Minor, F. M. Murphy, B. J. Prater and C. B. Riley.

C. A. McCotter, Secy., of the Grain Dealers Natl. Mutual Fire Ins. Co., suggested that an insurance company be organized to care for the hazard in paying drafts.

The Cincinnati dealers attended both sessions in large numbers.

T. C. Crabbs, Crawfordsville, Ind.; H. S. Grimes, Portsmouth, O.; G. H. Lewis, Lawrenceburg, Ind.; J. W. McCord, Columbus, O., and Ed. McCue, Pittsburg, O., were dealers from points other than terminal markets.

If receivers cannot induce carriers to protect Bs-L in any other way they can soon bring them to time by using the forged Bs-L to obtain possession of the grain at destination points. This would prompt them to provide all the safeguards

possible to protect their own bank accounts.

W. S. Gilbreath of the Gilbreath Seed Co. supplied carnations for the dealers to wear.

Methods of Testing Seed Corn.

Three methods of germinating corn to test the vitality of the ear are described by Albert N. Hume in Bulletin No. 96 of the University of Illinois Experiment Station.

To sample an ear for testing hold it in the left hand and remove with a pocket-knife or a pair of small strong tweezers, a kernel 2 inches from the butt of the ear. Then turn the ear one-fourth around and take another kernel 2 inches nearer the tip; then turn the ear the same distance again and take another kernel 2 inches nearer the tip. For the fourth kernel, turn the ear again one-fourth around and take the kernel about 2 inches from the tip. Four kernels is a large enough number to take from one ear for practical work, says Mr. Hume.

Trustworthy results are obtained by testing with a plate of sand, Figs. 1 and 2; box and cloth, Figs. 3 and 4, and with box and blotters, Fig. 6. Whatever method is adopted the plates or boxes should be kept at a warm temperature. It has been proved by experiment that the best temperature for germinating corn is 77 degrees F. More harm will result from a considerable decrease of temperature than from a slight increase. Fig. 5 shows an incubator used for germinating corn. A gasoline stove provides the source of heat. A tank of water was set on the gasoline stove and the rising steam distributed the heat and prevented too rapid drying of the corn kernels. The arrangement was not entirely satisfactory, as the steam warped the lumber of which the frame was made.

One of the simplest ways of sprouting seed is to fill a dinner plate nearly full of sand as clean and white as possible. After sprinkling water on the sand it is well to mix the sand with the fingers until it is all equally moist. Do not saturate the sand with water. If the sand is too wet the corn will fail to germinate for lack of air. The numerous failures in testing on plates have resulted from having the sand too wet. The kernels should be pressed into the sand, small end down, in the order that they are taken from the ear. To prevent too rapid evaporation of the moisture the corn should be covered by a second plate. The plates must be inspected each day after they are put into the germinating room, and if the sand is becoming dry add a little water. The amount to be put on must be determined by practice. As fast as the kernels are well germinated they should be removed from the sand and a careful record taken of the number which have sprouted. The four kernels from each ear having been placed in a separate group with a mark or number to correspond with the mark or number of the ear from which they were taken makes it easy to identify kernels and ear.

A convenient device for making germination tests is that known as the Geneva Tester and shown in Figs. 3 and 4. Folds of canton flannel are supported on movable wires across a water-tight box. The box is filled to the depth of about an inch with water, so that the folds of flannel will hang down enough to touch the water. The box may be about 12 by 24 inches and 4 or 5 inches deep; made of wood, galvanized iron, tin or copper. The kernels of corn are placed in regular order

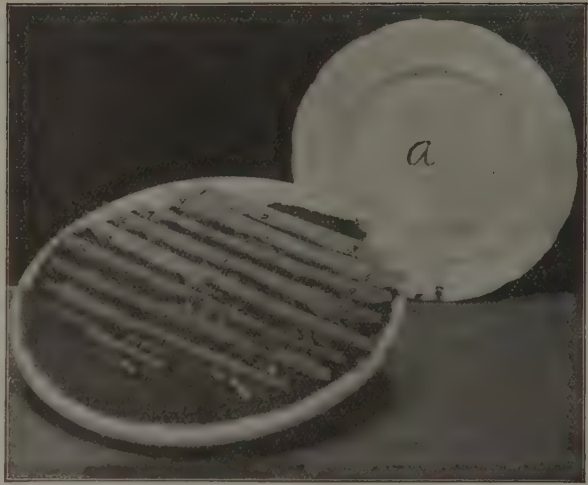


Fig. 1. Groups of Kernels from Single Ears, Ready to be Put Into the Germinating Room.



Fig. 2. Groups of Kernels Germinated, Ready to Count.

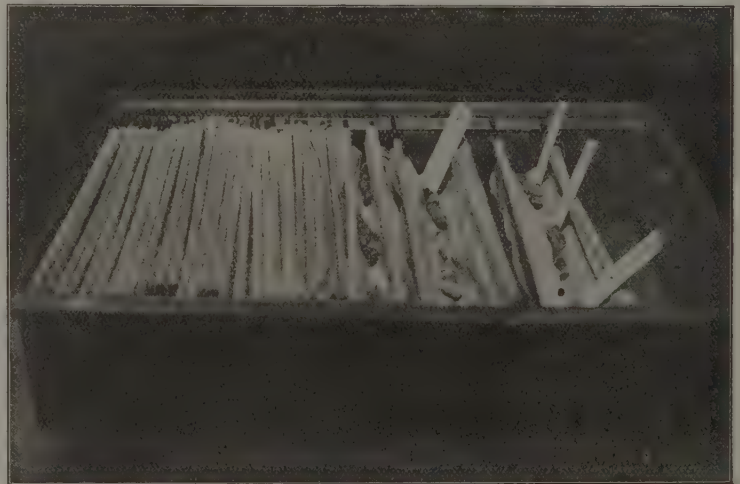


Fig. 3. Groups of Kernels Between Flannel, Ready to Germinate.

between the folds and the folds closed together. The lid is closed and the apparatus left until the kernels germinate. It is not necessary to renew the moisture each day.

A small box with layers of moistened blotting paper, as shown in Fig. 6, is the third method, which does not necessitate the buying of expensive material. The box may be a foot long, 6 inches wide and 5 inches deep. The bottom should be made water-tight. Water is poured in one-half inch deep, sticks laid across to hold up the first sheet of blotting paper. Small sticks or large mesh wire-cloth are laid on the first blotter to mark the spaces for the separate groups of kernels, to correspond to the spaces in the frame in which the ears are kept. Additional layers are placed upon the first until the box is filled. When a large amount of work is to be done it is usually best to have the box made of copper.

The labor involved in testing is well repaid in the crop. With the Geneva Tester a bushel of corn can be tested in 45 minutes. One man in 10 hours total time can test every ear of seed corn required to plant 67 acres, and find profitable employment for his winter evenings.

To determine whether testing really accomplishes the desired object both the accepted and the rejected ears were sprouted. The rejected or poor corn which had failed to stand the germination test showed a germination percentage of only 66.11, while the accepted corn showed that the good ears did germinate 94 per cent. Good and bad ears combined such as the Illinois farmer probably would have used for seed showed a percentage of 85.19. Granting that 8.81 per cent of the seed failed to grow the proportionate loss on the entire corn crop of Illinois for 1903 was \$8,369,000. To the individual farmer who raises 80 acres of corn, with a normal yield of 60 bus. per acre, neglect to test the seed would diminish his yield 422 bus., which at 40 cents per bu. would make his loss \$169.

Exports of Breadstuffs.

During the 9 months prior to Apr. 1 our exports of breadstuffs amounted to 4,209,435 bus. of wheat, 65,366,147 bus. of corn, 9,125,139 bus. of barley, 1,540,082 bus. of oats and 1,348 bus. of rye; compared with 41,926,218 bus. of wheat, 49,366,367 bus. of corn, 9,543,256 bus. of barley, 697,275 bus. of oats and 765,114 bus. of rye for the corresponding months of 1903-4. The value of the breadstuffs exported was \$75,662,674; compared with \$126,485,099 for the same period of last season.

March exports of wheat amounted to 13,413 bus.; compared with 122,157 bus. for February and 1,212,943 bus. for March, 1904, as reported by O. P. Austin, chief of the bureau of statistics.

The microscopic exports of wheat during March are due to the scarcity following a short crop. The large visible supply is wanted by millers; and the contract grades are wanted by buyers of the Chicago May option; consequently wheat is worth 25 cents per bushel more inside the American tariff wall.

Durum wheat is being ground by the Russell-Miller Milling Co., of Valley City, N. D.

A Nicolaieff shipper has held bills of lading for over a month on 2,500 tons of grain at stations near that Russian city, which the railroad company has been unable to transport.

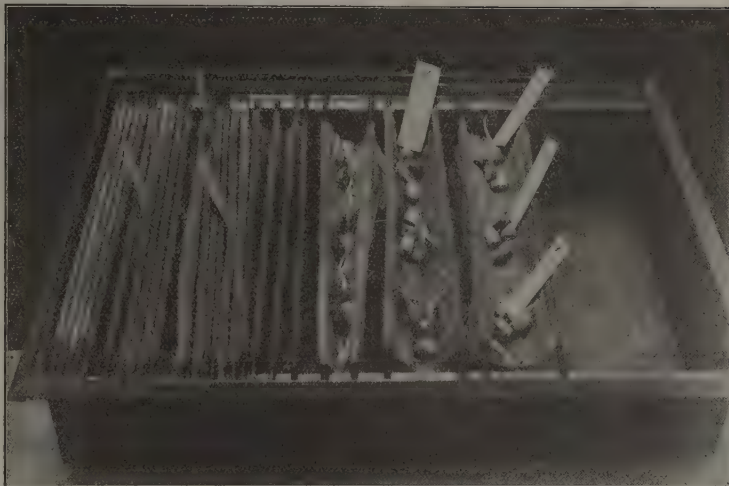


Fig. 4. Groups of Kernels from Single Ears, Sprouted.

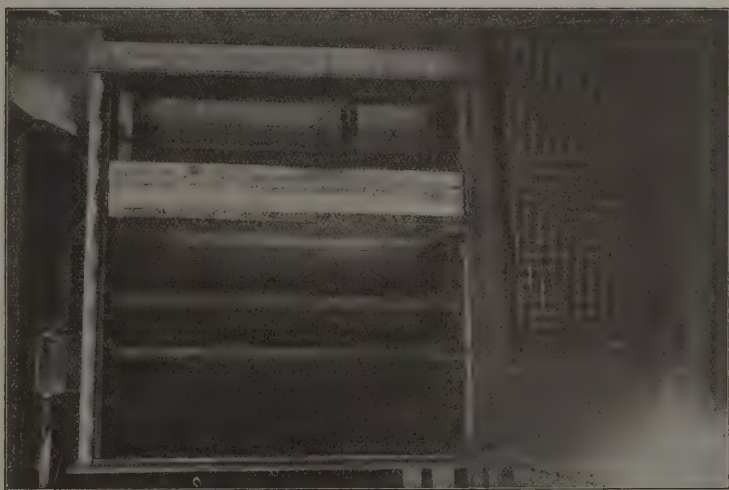


Fig. 5. Incubator Used as a Germinating Chamber.

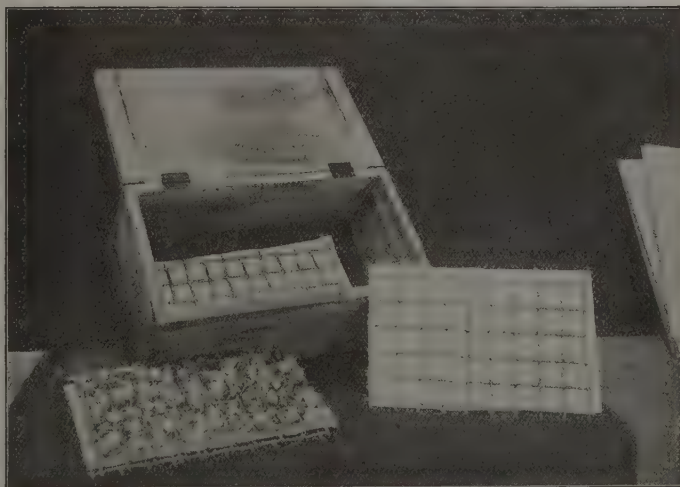


Fig. 6. Wooden Box. Blotting Papers. Wire Net. Group of Kernels Already Sprouted.

Grain Trade News

CALIFORNIA.

Stockton, Cal.—Wm. B. Harrison, pres. of the Farmers Union & Milling Co., died Apr. 2 aged 56 years. Mr. Harrison had been ill for several months. He was a member of the San Francisco Merchants Exchange, a stockholder in the California Navigation & Shipping Co. and was closely identified with the shipping interests of Stockton.

CANADA.

Creelman, Man.—The Northern Eltr. Co. is building an eltr.

Rosburn, Man.—The Northern Eltr. Co. will build an eltr. as soon as the C. N. Ry. completes its tracks to this point.

Ottawa, Ont.—Grain is exempt from assessment under the new as well as the old law. Machinery is not assessed under the new law.

Winnipeg, Man.—The Winnipeg Board of Trade has recommended to the Dominion Dept. of Trade and Commerce a schedule of grades of hay.

Montreal, Que.—The Corn Exchange on Apr. 14 at a special meeting reaffirmed the resolution of Mar. 27 in favor of Montreal being a free port.

Fort William, Ont.—About 20 boats had been chartered at the opening of navigation to take grain, of which the eltrs. had in store nearly 7,000,000 bus.

The Canadian Pacific Railroad has bot 25,000 bus. of Kansas red winter wheat which will be retailed to settlers at actual cost to encourage farmers to grow the winter variety.

Port Arthur, Ont.—As most of the trade relations of Port Arthur are with Manitoba it seems clear to the grain trade that the Thunder Bay district of Ontario should be annexed to Manitoba.

Toronto, Ont.—The examination of candidates for certificates as grain inspectors was held Apr. 15 by the government grain examiners. But one candidate, Enos M. Campbell, of Toronto Junction, was present. He succeeded in passing the examination and has been appointed to succeed Ed. Adamson as chief grain inspector at Toronto.

Winnipeg, Man.—The Northern Eltr. Co. has secured a site and will build a 3,000-barrel mill and a 250,000-bu. eltr., the plant to cost \$250,000. It is expected that the mill will be running by Dec. The company intends building an oatmeal mill in connection with the plant. With the houses now under construction this company owns 143 eltrs. with a total capacity of 4,500,000 bus.

Winnipeg, Man.—Mechanics liens against the Crown Grain Co. have been filed by H. L. Day of Minneapolis, for \$20, by Woodward & Co., for \$374, by Wright & Malcolm for \$256 and the Hudson Electrical Supply Co., for \$187. William S. Cleveland was the contractor, and the claimants held sub-contracts, on the eltr. built for the Crown Grain Co. Cleveland is said to have defaulted in his contract to complete the eltr. and the company was compelled to take over the

work. The company states that no money is due by it to Cleveland.

Toronto, Ont.—The grain section of the Board of Trade held a meeting Apr. 13 to consider the contemplated order of the Grand Trunk and the Canadian Pacific requiring the original ship bill of lading to be sent to the eltr. before any grain can be ordered out of the eltrs. at lake ports. On account of the delay of several days, which this method of loading out will result in, the grain dealers object to the plan, and have appointed a committee to confer with the division freight agents to evolve a better method of accomplishing the desired end.

Montreal, Que.—A. McFee of the Corn Exchange, who is also a member of the harbor board, says: Montreal and the St. Lawrence, as compared to Portland and other Atlantic ports, is expensive. There is no charge for dock dues against the lines running to Portland, Boston or Philadelphia. Every inducement possible is given to get the steamers at these ports. The same conditions must prevail in Montreal if we are to hold our own in the competition. I do not take the view that the revenue will stand still. I believe that the revenue for wharfage in 1905 will exceed possibly \$32,000, and \$70,000 may be expected from other sources. I should be justified in voting for increased wharfages, for the reason, that in my annual report to the Corn Exchange, which was adopted by that body, I maintained that no departure should be made in the policy of the past in keeping shipping free from taxation, but that the revenue should be collected from the cargoes.

CHICAGO.

D. J. McLoraine is now with Fyfe, Manson & Co.

Memberships on the Board of Trade are selling for \$3.050.

Annual dues of the Board of Trade will be payable May 10.

Capt. I. P. Rumsey has returned from his trip to Cuba and the South.

E. W. Kalb has taken charge of the export grain trade of A. O. Slaughter, Jr., & Co.

The W. J. Armstrong Co., of Milwaukee, has opened a branch office at Chicago to deal in hay.

Adolph Kempner has removed his office rooms to C and D, 10-12 Sherman street from the Rialto building.

M. Churchill, who has been in Florida since first of January for his health, has returned, but not much improved.

H. N. Brenton, who has been a corn trader for Shearson & Hammill, has engaged in the brokerage business on his own account.

The recent smash in May wheat cut down the premium so that some wheat headed to Chicago was shipped back to a nearby miller.

Advices from Springfield are that the civil service bill is to be amended this week to include the grain inspection department.

Earl H. Prince, who was held to the grand jury some time ago on a charge of larceny as bailee, was released Apr. 14 by Judge Betha.

The directors of the Board of Trade decided Apr. 11 to install 4 of the new electric elevators in place of the clumsy lifts now in use.

The case of Rogers against Wanzer, involving \$9,000, has been referred by the directors of the Board of Trade to the legal advice committee.

The Geo. R. Hinners Co. incorporated, \$25,000 capital stock, to deal in grain, hay and coal. Incorporators, Richard S. Folsom, Dwight Lawrence and Thos. P. Sheldon.

The Nebraska corn coming thru Chicago on the low export rate is being sold locally on account of the dullness at the seaboard, shippers preferring to pay the local rate of 8 cents from Omaha to Chicago.

Some of the vessel agents are moving. E. J. Fleming & Co. to rooms 24 and 25, No. 6 Sherman street; Jas. A. Calbick & Co. to rooms 44 and 45, 2 Sherman street; and John Prindiville & Son to the Gaff bldg.

A quick loading record was made by the Rialto Eltr. at South Chicago Apr. 12, by putting a cargo of 195,000 bus. of corn into the steamer P. P. Miller in 2 hours and 40 minutes. During the first 45 minutes 135,000 bus. was put on board.

Fire was discovered in the abandoned C. & A. eltr. Apr. 18 and was extinguished with difficulty by the firemen. The building has been vacant for almost a year and spontaneous combustion is supposed to have ignited the accumulated dust. The loss was \$2,000.

Theron Logan, of Logan & Bryan, will retire May 1 from the firm. The business will be carried on by the remaining partners under the same firm name. The other partners are: Benj. B. Bryan and Roderick W. McKinnon, of Chicago, and Henry Nicolay, of New York.

The Weighing Department is run at an actual loss to the Board of Trade. The cost to the Board of Trade Weighing Department last year for the weighing of grain from and into cars and into vessels amounted to over \$2000.00 more than the Board received for the service.

Rumors that an attempt was being made to corner grain eltr. insurance are laughed at by insurance men. Instead of acting for a clique, Harry Marsh, the insurance broker, bot insurance binders on the eltrs. of Bartlett, Frazier & Carrington for the owners of the houses.

Arguments were made in the Supreme Court at Washington Apr. 13 in the suit of the Chicago Board of Trade against the Hammond Eltr. Co., which is the name under which Sid McHie conducts his bucket-shop. Henry S. Robbins appeared for the Board of Trade and Jake Kern and J. A. Brown for McHie.

Robert H. Thorburn is trying to rake up some old scores by filing charges with the directors to have several members expelled for alleged extortion in connection with deals in oats, corn and lard. It is not believed the directors can entertain the charges, as Thorburn is still under suspension from the Board of Trade.

Pres. W. S. Jackson, Robert Pringle and Daniel Murphy visited Springfield Apr. 20 to talk to the solons about the amendment to the bucket-shop law, which is greatly needed for the benefit of the

Board as well as the grain interests of the state. While the Board of Trade delegation was there the bill was read a second time and advanced to third reading in the senate.

Hulburd, Warren & Chandler is the name of the new firm which on May 1 will succeed Hulburd, Warren & Co., R. G. Chandler & Co. and W. H. Noyes, in the grain and stock brokerage business, with offices at La Salle and Adams streets. The members of the new firm are Charles H. Hulburd, Oscar T. Hulburd, William S. Warren, Reuben G. Chandler, W. H. Noyes and C. Jay Northup.

George Clarke Walker, former member of the Board of Trade and head of the firm of Geo. C. Walker & Co., died Apr. 12 of angina pectoris, aged 69 years. Mr. Walker was born near Cooperstown, N. Y., and came to Chicago when 11 years of age. His first business venture was in real estate but soon he entered the grain eltr. firm of Walker & Sons, in which his father and brothers were interested. He was at one time pres. of the Board of Trade, but retired from business 12 years ago.

Chief Grain Inspector W. Scott Cowen says regarding the cost of inspection: In 1879 when a car of corn had 450 bus. and oats 750 bus. the cost of inspection was 25 cents a car, and has ranged between 25 and 35 cents for twenty-six years. In this period the railroads have increased the capacity of their cars so that it is not uncommon for them to have 100,000 pounds of wheat and corn, and the average car of grain has increased from 450 bus. to 1,146 bus. per car of corn, and of oats from 740 bus. to 1,454 bus. and the cost now is only 35 cents. The railroad yards, which were formerly in the city limits, now stretch over sixty miles from Waukegan to Hammond.

In addition to the actual weighing of grain, the Board of Trade Weighing Department tests every few months, and at unexpected times, the scales of every eltr., transfer house, or junction point where grain is weighed by the Board of Trade Weighing Department. It also keeps watchmen and detectives out in the railroad yards where cars are standing awaiting inspection, for the purpose of preventing petty thefts of grain contained in such cars, and during last year alone the Board of Trade Weighing Department, at its own expense and through its own efforts exclusively, arrested 133 such petty thieves, and secured in the courts 119 convictions. The grain shippers of Illinois are to be congratulated that the Oglesby bill, which was intended to supplant this efficient service with a political machine, has been killed.

J. M. Wanzer and the Seymour-Danne Co. have been unsuccessful in their attempt to force the payment of old debts by Joseph Gregg, by filing charges of dishonorable conduct, with the directors of the Board of Trade, to prevent Gregg from selling his membership. The charges were dismissed by the directors Apr. 18. Mr. Gregg has been a member of the Board of Trade for 22 years, and a year ago left Chicago to engage in the grain brokerage business with his son at Atlanta, Ga. As he did not feel that Board of Trade memberships are ever going to enhance much in value, Mr. Gregg had his membership posted for transfer last December. Thereupon the Seymour-Danne Co., with whom he had done business in 1897-8 and J. M. Wan-

zer, with whom he had done business in 1901-2-3, both filed claims against his membership. Mr. Gregg suffered heavy loss in 1897-8 and went thru bankruptcy. The claim of Seymour-Danne was dismissed by the directors as the debt had been wiped out in bankruptcy. Mr. Wanzer's claim for a large balance due on shipping account, was a disputed deal, and was dismissed by the directors. The Seymour-Danne Co. on Mar. 11 filed a charge of dishonorable conduct. It was dismissed. Again Seymour-Danne on Apr. 11 filed similar charges, which were again dismissed. Wanzer's charge was alleged misrepresentation by Gregg of his financial standing. His charge also was dismissed; and Mr. Gregg will be permitted to sell his membership.

COLORADO.

Erie, Colo.—The Wise Eltr. Co. has installed machinery to manufacture alfalfa meal.

Wellington, Colo.—The Corbin-Black Grain & Lumber Co. incorporated, \$30,000 capital stock. Incorporators, Frank Corbin, Chas. J. Corbett and Chas. A. Black.

IDAHO.

Kendrick, Ida.—The ranchers have organized the Rochdale Co-operative Assn. and will build a grain warehouse at Kendrick, and another at Troy later. A flour mill may be built later.

Weiser, Ida.—The Idaho & Oregon Milling Co., Ltd., incorporated, \$25,000 capital stock, to do a general milling business. The company has bot the old Jeffrey mill and water rights connected with it and is overhauling the building and new machinery will be added. In order that the mill may be run at any time the company intends installing an engine and boiler.

Moscow, Ida.—Mark P. Miller, who is the owner of the Paradise roller mills at this place, has closed a deal for the purchase of the mills, ground and property of W. C. Cochran & Son for \$14,000 cash. The capacity of the new plant, which has never been operated, will be increased, and the mills will be operated by 100 horse-power of the Electric Light & Power Co. The old Paradise mills will be used for the manufacture of feed stuffs and for storage.—M. C.

ILLINOIS.

Breese, Ill.—Koch Bros. are building an eltr.

Florence Station, Ill.—J. W. Meyer will build an eltr.

Leslie, Ill.—The eltr. for the Smith-Hippen Co. has been completed.

Ospur, Ill.—The Shellabarger Eltr. Co., of Decatur, will build an eltr.

Clarence, Ill.—M. M. Frederick & Co. will build an addition to their eltr.

Reddick, Ill.—Wm. Herscher contemplates building an eltr. at Boyers siding on the I. C. Ry.

Campus, Ill.—The Campus Grain Co. is remodeling its eltr. and doubling the handling capacity.

Adrian, Ill.—The Adrian Eltr. Co. intends building an eltr. as soon as arrangements can be made.

Dana, Ill.—Ensign & Wheeler have purchased for \$8,000 the eltr. of O. M. Kelley and have taken possession.

Gridley, Ill.—The Gridley Eltr. Co. has

purchased the eltr. of I. G. Holdridge and has taken possession.

Tomlinson, Ill.—It is expected that the 42,000-bu. eltr. for Murray & New will be ready for grain by June 1.

Peoria, Ill.—The Zorn Grain Co. announces that it will remove its principal office on May 1 from Bloomington to Peoria.

Waterman, Ill.—Roy Wakefield has succeeded his uncle, G. W. Wakefield, in charge of the eltrs., Mr. Wakefield having retired from active business.

Galva, Ill.—The E. W. Houghton Lumber Co. has enlarged its object to include operation of grain eltrs. and handling farm implements and vehicles.

Lovington, Ill.—Hollowell Bros., who have been operating an eltr. at Jamestown, Ind., have purchased the eltr. of H. E. Kinney, of Indianapolis, Ind.

Herscher, Ill.—J. W. Radford & Co., of Chicago, have purchased for \$14,000 the eltr. of C. H. Rumley. John Karcher will have charge for the new owners.

Manito, Ill.—The eltr. of the Turner-Hudnut Co. was discovered to be on fire Apr. 4 but the fire was put out by a bucket brigade, which responded promptly.

About 3,000 shippers have petitioned the Illinois Railroad and Warehouse Commission to reduce rates 25 per cent. The commissioners will begin an investigation May 16.

Warsaw, Ill.—Henry White expects to pay his creditors in full soon and resume business. He was recently compelled to suspend business on account of financial difficulties.

Springfield, Ill.—John R. Lockridge, a well known grain broker, died Apr. 9 of Bright's disease, aged 58 years. Mr. Lockridge had been ill for some time, but death came suddenly.

Dana, Ill.—C. G. Sauer & Son have recovered \$1,250 damages from the Santa Fe Railroad, on account of losses sustained thru the road's delay in furnishing cars for grain shipments.

Sycamore, Ill.—J. L. Murphy has purchased a site on the C. & N. W. Ry. and will build a 10,000-bu. eltr. The Great Western Grain Co. has purchased his eltr. on the Great Western Ry.

Litchfield, Ill.—Nobbe Bros., of Farmersville, will begin the erection of an eltr. about May 1 and expect to have it completed by July. It will be equipped with modern machinery thruout.

Harris, Ill.—Hollowell & Bro., of Jamestown, Ind., have purchased, thru C. A. Burks, the 50,000-bu. eltr. ofavenport & Felger. The sale includes a small residence and the grain and coal business. J. J. Hollowell will soon remove with his family to Harris.

Frankfort Station, Ill.—C. E. Jurg has sold his eltrs. at Frankfort Station and Spencer to Kaiser & Stellwagen. Mr. Stellwagen was formerly connected with Mr. McDonald and with Mr. Jurg. Mr. E. Borms and Mr. Jurg will go to Europe for a few months pleasure trip and return in the fall.

Another "grain commission" house has gone out of business. This time it was located at Griggsville, and the reason why it closed up was because the county officials were inclined to class it as a "bucket-shop," and this hurt the proprietor's feelings so badly that he concluded to quit.—Clayton, Ill., *Enterprise*.

Sherrard, Ill.—C. A. Samuelson writes

that he has been unable to obtain a settlement from the railroad company for the \$2,200 loss on his eltr., which was set on fire Nov. 20 by a railway engine; and until he learns what the company will do, he will not rebuild the eltr. Mr. Samuelson intends to stay in the grain business.

Sidney, Ill.—S. M. Postlewait & Co. have purchased the eltr. of Allen B. Smith and will take possession about May 1. The plant includes cribs, coal house, office and gasoline and steam power. Mr. Postlewait is engaged in the grain brokerage business at Decatur. The deal was made thru C. A. Burks.

Garrett, Ill.—Collins & Hopkins will rebuild their eltr. and have let the contract to the Younglove Construction Co. The improvements will cost \$10,000. The company will occupy the eltr. of the Garrett Grain & Coal Co., which failed about the first of the year, until improvements are completed. The farmers company tried to force this company out of the market but the result is shown in the foregoing.

The Railway Employees Twentieth Century Club is opposing the contemplated reduction in freight rates by the Illinois railroad and warehouse commission, on the ground that wage reductions will follow a horizontal reduction in rates. They claim that the first thing the railroad companies would do would be to make a reduction of about 10 per cent in all railway wages.

Kankakee, Ill.—The White & Rumsey Grain Co., of Chicago, has commenced the erection of a 150,000-bu. transfer eltr., which will be equipped with 4 84,000-pound Fairbanks Hopper Scales with patent check beams, 6 Monitor Cleaners, a 350-h. p. engine and 2 boilers. Plans are made for the erection of a steel or tile storage annex later. The plant is located in the yards of the I. I. & I. Ry. and for fire protection is equipped with a fire underwriters pump with 750 gallons capacity per minute, supplied from a 50,000-gallon cistern.

Tuscola, Ill.—The eltr. of the Tuscola Grain & Coal Co. will be sold Apr. 29 at Master's sale for a debt of \$15,000. There are 15 cars of corn which have been shipped to New Orleans that have been out since Feb. and the first of Mar., and there will very likely be quite a loss on the 15 cars. The eltr. has been built 12 years, is an old trap, worn out, old style, and \$3,000 would be a big price for it. The indebtedness amounts to over \$4,000. About 6 months ago the present mgr. of the company proposed to the other 2 dealers that they buy on a 4 cent margin, giving as his reason that he had to make some money for the company or they could not pay his salary.

Illinois grain shippers who are interested in reciprocal demurrage will have several such bills to select from if they do any work before the state legislature in behalf of legislation of this character. House Bill No. 565, proposed by Mr. McCaskin, has the earnest support of the state assn. The shipping public is clearly entitled to reciprocal demurrage but will never obtain it until laws are enacted requiring all carriers to give it. The original demurrage system in Europe provided for reciprocity in the manner of paying for delays. The railroad officials who imported this idea brought only one-half of it, the half which insured increased revenue to carriers.

Springfield, Ill.—The McKinley anti-trust bill has passed the Illinois house by a vote of 112 to 9. The bill will take

the place of the anti-trust act of 1891, which was declared invalid by the U. S. Supreme Court because farm products were exempt. Those farmers co-operative companies which attempt to prevent the sale of grain to regular grain dealers will come under the new law. The bill defines a trust to be a combination of persons, corporations or associations "to create or carry out restrictions in trade; to limit or reduce the production or increase or reduce the price of commodities; to prevent competition in the sale or purchase of produce or commodities; to make any agreement not to sell below a standard figure; to establish the price of any article between themselves and others to preclude a free competition."

I think it is very important that every grain dealer in the state of Illinois should see the representatives and senator from his district and urge them to support house bills 311 and 312 and Senate Bills 174 and 215, on which depend the stable and permanent existence of the Board of Trade, especially house bill 311 and senate bill 174, which are identical, to amend the law under which the Illinois State Supreme Court in a recent decision has classed the Board as a bucket-shop. This bill clearly defines a bucket-shop, giving the definition as drawn in the war measure passed by Congress during the Spanish-American war. This clear drawn definition would be of great assistance to the Board, and I trust every grain dealer in the state will exert what influence he has in its passage and also for house bill 312 and Senate Bill 215, which are identical in their nature.—James A. Patten.

INDIANA.

Whitestown, Ind.—H. B. Cohee, of Frankfort, has purchased the eltr. of J. W. Witt.

La Grange, Ind.—An addition is being built to the eltr. of the Berne Grain & Hay Co.

Vincennes, Ind.—Louis Summitt and Herman F. Piel have purchased for \$5,500 the Union Eltr.

Greenfield, Ind.—Jas W. Buckingham, of Morristown, contemplates building an eltr. and warehouse.

Anderson, Ind.—The Union Grain Co. will build a 5-story concrete and steel eltr. Geo. A. Lambert is mgr.

Indianapolis, Ind.—Finch & McComb incorporated, \$2,000 capital stock, to buy and sell grain, hay and seeds.

Advance, Ind.—The Grain Dealers Journal is all right in every respect.—Advance Grain Co., per J. C. Jordan.

Logansport, Ind.—A meeting of grain dealers was held at the Barnett hotel Apr. 19. About 35 were present.

Needham, Ind.—Shepard & Fisher have been succeeded by E. M. Fisher, who has purchased the interest of John Fisher.

Indianapolis, Ind.—The Hammond Eltr. Co. has opened a branch bucket-shop in charge of the J. Newell Phillips Co.

Berne, Ind.—Jesse Rupp, who has been elected cashier of the Bank of Berne, will continue as secy. and treas. of the Berne Grain & Hay Co.

Woodburn, Ind.—The Woodburn Eltr. & Milling Co. has installed an 800-bu. Howe Ball Bearing Hopper Scale purchased from the Borden & Selleck Co.

Decatur, Ind.—S. G. Sheller will soon remove to Dayton, O., where he expects

to engage in the grain business if he finds nothing more profitable.

Berne, Ind.—Jesse Rupp of the Berne Grain & Hay Co., says that with the wool season at hand the indications are that the market will be quite high.

Anderson, Ind.—The Union Grain Co., recently organized, will build a steel and concrete eltr. this spring. Stewart McCollum will have charge for the company.

Mishawaka, Ind.—Burrell & Morgan, of Elkhart, have purchased the 7,000-bu. eltr. of W. H. Barker, which they will use as a feeder for their mills at Elkhart. The eltr. has a feed mill in connection.

Plymouth, Ind.—Lawrence Linkenhelt died Apr. 6. His wife, S. J. Linkenhelt, inherits all of his property under will and will continue the grain and coal business as heretofore.

Lebanon, Ind.—J. W. Witt, who recently purchased the mill site of Adney, Walker & Co., has purchased the eltr. of Morris & Son. H. B. Cohee, of Frankfort, has bot the eltr. of H. C. Clark.

Plymouth, Ind.—Henry G. Thayer, senior member of the former grain firm of H. G. Thayer & Son, died Apr. 18, aged 72 years. The firm was succeeded in January, 1903, by F. E. Garn. Mr. Thayer built and operated the first grain warehouse in Marshall county.

Jamestown, Ind.—J. K. Hinkle & Co., of Delphi, have purchased the grain, seed and coal business of H. E. Kinney, which he recently bot from Hollowell Bros. The new owners will take possession May 1. C. W. Hinkle, the senior member of the firm will have control of the business.

Indianapolis, Ind.—The Indiana Supreme Court has decided that a fire insurance policy can not be collected in case of loss on property transferred from one corporation to another having the same stockholders and officers, when the policy had been issued to the old company.

The state legislature can no more legislate value into ear corn than into sunshine. The ear corn buyers of the state must protect themselves some way or be forced into bankruptcy. Many are buying by the cwt. and some buy by the 70 lbs. They do not call it a bushel but simply pay the market price for 70 lbs., of ear corn.

Kokomo, Ind.—The Howard county court is hearing the suit of Geo. C. Wood against the Pan Handle road to recover \$15,000 damages for failure to furnish cars when needed for grain shipments. Mr. Wood operates eltrs. at 5 points; and his suit is of great interest to all Indiana grain dealers. In the event of an adverse decision the railroad company is expected to appeal.

Indiana state laws provide that after Dec. 1 of each year 68 lbs. of new ear corn shall constitute a legal bushel. Farmers and dealers well know that corn of few crops will shell out 56 lbs. It may do it occasionally, but very seldom, and it is decidedly unjust to the grain buyers of the state to force them to accept 68 lbs., of ear corn as a bushel. It would seem possible for the dealers of the state to get together carefully collected evidence on this subject for presentation to the next state legislature.

The last state legislature enacted into law a bill known as Senate Bill No. 157, which merits the attention of the grain dealers of the state who incorporate. The bill has been approved by the Governor.

Section 1 of this bill provides that whenever three or more persons may desire to promote a company to carry on a business they shall do so according to the provisions of this law. Subdivision D of the law permits "such incorporations to own, construct, maintain and operate grain elevators or flour mills or both and transact business incident thereto, including the manufacture of flour meal and all grain and cereal products and the buying and selling of grain and cereals of all kinds and the manufactured products thereof, "and also including the right to own and maintain motive power to conduct such a business." The act is very long and has a number of provisions applying to all lines of business.

INDIAN TERRITORY.

Pauls Valley, I. T.—I consider the Grain Dealers Journal worth many times the money asked for it.—Cy Williams.

*The Grain Dealers Assn., of Oklahoma and Indian Territories will hold its annual meeting at Enid, Okla., May 18, 10 a. m. All regular grain dealers welcome.

IOWA.

Rolfe, Ia.—Joe White has bot out the Chicago Grain & Eltr. Co.

Perkins, Ia.—The Thorpe Eltr. Co. will build an addition to its eltr.

Ute, Ia.—E. D. Barnes took charge of the eltr. for the Neola Eltr. Co. on Apr. 1.

Danville, Ia.—W. A. Hanna and John Mathews have succeeded W. H. Hurlbut.

Mason City, Ia.—The Edwards-Wood Co. has quit the option business at Mason City.

Hinton, Ia.—Hollenbeck & Hoese have discontinued their milling and grain business.

Sibley, Ia.—Cyrus D. Wilbern, mgr. for the A. W. Harris Grain Co., was killed recently by a Rock Island train.

Randolph, Ia.—The 12,000-bu. eltr. for F. M. Campbell has been completed. It is equipped for shelling and cleaning.

Clarinda, Ia.—The eltr. of Shambaugh & Son was damaged by the high wind of Mar. 30 and part of the roof was blown away.

Rockwell, Ia.—B. F. Owens has installed 2 gasoline engines and 2 wagon scales, purchased from the Borden & Selbeck Co.

Mallard, Ia.—The Farmers Eltr. Co. has purchased for \$5,250 the eltr. of the Tiedman Eltr. Co. and will take possession about July 1.

Wellman, Ia.—The eltr. of E. F. Smith burned Apr. 18 with \$400 worth of grain. Loss on building \$2,000. All loss covered by insurance.

Norman, Ia.—The Iowa & Minnesota Cereal Co. will remove its eltr. to Emmons, Ia., as soon as the railroad company grants it a site.

Guthrie Center, Ia.—G. J. Maris has purchased the eltr. of C. Reed. He has not decided whether he will remove to Guthrie Center and operate it or lease it.

Sheldon, Ia.—The L. J. Button Eltr. Co. will do a general grain business, with headquarters at Sheldon. The company already operates eltrs. at Boyden, Inwood, Evander, Ritter and Sheldon. The officers of the company are: D. C. Peck, pres.; Fred F. Frisbee, treas.; L. J. Button, secy. and general mgr. Mr. Peck, the pres., is a banker at Clinton, Minn.

Grinnell, Ia.—C. R. Morse, formerly in the grain business at Waterloo and later at Grinnell, died Apr. 9, aged 68, after several months' illness from nervous troubles.

Imogene, Ia.—J. L. Gwynn & Co., have sold their eltrs. at this place and Solomon to Ed. McGargill, formerly a banker. Mr. Gwynn has taken an interest in the bank at Imogene.

Norman, Ia.—The Grain Dealers Journal contains many suggestions of great value to grain dealers and I find it a very valuable paper.—W. L. Johnson, agt. Iowa & Minnesota Cereal Co.

Ackley, Ia.—B. P. Held has purchased the eltrs. of E. D. Vorhes at Ackley and Macy and took possession Apr. 24. Mr. Vorhes expects to relocate in the grain business but has not selected his new location.

Madrid, Ia.—The eltr. of the Neola Eltr. Co. caught fire from a spark from a passing engine Apr. 14 but the fire was put out before much damage was done. The crew of a Milwaukee locomotive connected the hose with their engine and thus furnished all the water needed.

Shenandoah, Ia.—J. A. Kyle has gone to Granada, Colo., to place a man in charge of his son's business at that point, the present lessee's 6-months' lease having expired. He will spend two or three weeks in Granada and then go to visit his son, T. A. Kyle, whose health has improved since his removal to Roswell, N. M.

Missouri Valley, Ia.—Tollef Tollefson has brot suit against the Updike Grain Co. for \$5,000 damages for an accident which he claims to have sustained while in the company's employ. On Dec. 10, 1904, the plaintiff was unloading grain from a car with an automatic steam shovel and injured his foot so severely that amputation was necessary.

Ida Grove, Ia.—It would seem the part of wisdom for a mutual fire insurance co. which collects its assessments in advance of fires to treat a portion of such receipts as a liability. Policyholders whose policies are cancelled are surely entitled to a return of the unearned portion of what they have paid in, but how can a mutual co. having \$5,805,100 insurance in force return any premiums when it has only \$138.59 on hand?

KANSAS.

Carmen, Kan.—The Enid Mill & Eltr. Co. will build an eltr.

Englewood, Kan.—F. L. Goodnight has succeeded H. H. Butler.

Plains, Kan.—The J. B. Hupp Co. contemplates building an eltr.

Heizer, Kan.—The Kansas Grain Co. will double the capacity of its eltr.

Ellis, Kan.—The Golden Belt Eltr. Co. incorporated, \$10,000 capital stock.

Phillipsburg, Kan.—Carl LaRue and Clarence McLain are building an eltr.

Plains, Kan.—The John Collinwood Land Co. will build a 40,000-bu. grain eltr.

Abbyville, Kan.—John McKeown has purchased the eltr. of Mrs. Ella McSherry.

Chapman, Kan.—Arnold & Scanlan have purchased the eltr. of the Morrison Grain Co.

Hill City, Kan.—The Graham County Mill & Eltr. Co. incorporated, \$20,000 capital stock.

Burrton, Kan.—The Farmers Eltr. Co. has let the contract for the erection of a 16,000-bu. eltr.

Black Wolf, Kan.—Dolecek & Kroboth are operating the eltr. formerly operated by Dolecek & Meek.

Beloit, Kan.—A. T. Rodgers has bot the old eltr. and has removed it to a new foundation built for it at his eltr.

Basil, Kan.—The Basil Grain Co. has been dissolved and has been succeeded by N. J. Blake. L. K. Butts has retired.

Conway, Kan.—Jas. Broughton, of McPherson, has succeeded F. W. Hawthorne, who will soon remove to California.

Saxman, Kan.—The Saxman Farmers Grain & Live Stock Co. has purchased and will overhaul the eltr. of A. C. Plum.

Topeka, Kan.—It is said the National Farmers Exchange has no right to do business in Kansas, as it has no Kansas charter.

Jennings, Kan.—The eltr. for the Nebraska Eltr. Co. has been completed. It has capacity for 20,000 bus. R. C. Peterson is agt.

Coffeyville, Kan.—The Hall-Baker Grain Co. will make extensive repairs on its eltr. which has not been active during the past season.

Dodge City, Kan.—Mr. Chikowsky, a miller at Ellsworth, will build an eltr. He has purchased the Ballard Mill and has taken possession.

Hutchinson, Kan.—The Rock Grain Co. is preparing to build a 500-barrel mill in connection with its eltr. The building and equipment will cost \$30,000.

Ada, Kan.—J. T. White & Son have again taken charge of their eltr., the lease to the Jackman Mill Co. having been terminated by mutual consent.

Macksville, Kan.—W. T. Shute, scoop-shovel operator, has complained to the state railroad commission that he can not get a site on which to build an eltr.

Hargrave, Kan.—The Hargrave Grain Assn. has filed complaint with the state railroad commission of the refusal of the Missouri Pacific to grant a site for an eltr.

Horton, Kan.—The Christie Grain & Stock Co., of Kansas City, has opened a branch bucket-shop at Horton under the name Kansas Grain & Live Stock Commission Co.

Dexter, Kan.—L. C. Adams, of Cedarville, will build an eltr. if he can secure a suitable location. It is reported that parties from Arkansas City will also build an eltr.

Topeka, Kan.—John W. Radford, state grain inspector, reports his total collections for the month of Mar. as \$2,314.10, which is considerably larger than for Mar., 1904.

Athol, Kan.—C. A. Borgman has complained to the state railroad commission that the Rock Island is refusing the Farmers Shipping Assn. a site on which to build an eltr.

Kansas City, Kan.—The eltr. of the Grant W. Kenney Grain Co. at Argentine burned Apr. 20 with 80,000 bus. of wheat. The building was struck by lightning. Loss, \$130,000.

Vesper, Kan.—The farmers' eltr. burned Apr. 18, with about 13,000 bus. of wheat and 5,000 bus. of corn. Loss, \$25,000. It is supposed that the fire originated from friction of machinery.

Kansas City, Kan.—State Grain Inspector Radford has reappointed J. R. Mentzer as supervising weighmaster and J. W. Graham as supervising inspector, of the Kansas Grain Inspection Department.

Iuka, Kan.—The Farmers Eltr. Co. has petitioned the state railroad commission to compel the railroad company to put in a side track to the eltr. The company did its last year's business at an expense of \$2,265.

Cheney, Kan.—The Halstead Milling Co. has succeeded the E. K. Nevling Grain Co. It is expected that J. F. Estes, who has been with the Nevling company for 11 years, will remain with the new owners.

Larned, Kan.—The Pawnee County Grain & Supply Co. has been organized with \$10,000 capital and will build an eltr. The officers of the company are: J. B. Brown, pres.; J. C. McConaughay, vice-pres.; Jas. Fleming, treas.; E. Row, secy.

Coffeyville, Kan.—Acting on the suggestion of Governor Hoch Chief Grain Inspector John W. Radford is investigating the local grain trade with a view to reducing the number of grain inspectors employed at Coffeyville, where the fees have not equaled the expenses.

Topeka, Kan.—In the case of E. J. Smiley, secy. of the Kansas Grain Dealers Assn., the supreme court has sent a mandate to the district court of Rush county to carry out the judgment of the court according to law. His sentence was \$500 fine and 3 months in the county jail.

Hutchinson, Kan.—The Kansas Grain Co. has commenced the construction of its engine house preparatory to building another eltr., which will be built up against the present house. When this building is completed the old engine house will be torn down and the eltr. built on the site.

Kansas City, Kan.—The Standard Milling Co. will build a 250,000-bu. eltr. and 2,000-barrel mill at Armourdale near the Union Pacific Ry. L. R. Hurd, formerly of Duluth, will have charge of the mill. This is the first mill to be built by the company west of Duluth and this location was decided upon only after a careful canvass of Canada and the wheat producing sections of this country.

Kansas City, Kan.—The contract has been let to the Barnett & Record Co. for the erection of a 600,000-bu. eltr. to replace the Maple Leaf Eltr., which burned Jan. 7. The main building will be 50x60 ft. and 150 ft. high, with a concrete foundation and is to be fireproof. South of the main building will be 14 tile storage tanks, each tank to be 21 ft. in diameter and 80 ft. high. It is expected that the plant will be completed by Oct. 1.

Chapman, Kan.—Altho the new railroad commission has not begun business the complaint made to the secy. of the Board by the A. J. Poor Grain Co. that grain buyers at Alida had too low a rate compared to Chapman, has had its effect, since the Union Pacific has already written the company that the rate would be reduced $\frac{1}{2}$ cent if the complaint would be withdrawn. Chapman has a rate of 14 cents to Kansas City, while Alida, just north on the Junction City branch of the same road has a rate of 12 $\frac{1}{2}$ cents on wheat. Alida also has 1 $\frac{1}{2}$ cents advantage on corn and oats. Poor and Knight will stand by their first complaint.

Topeka, Kan.—A Chicago receiver is experiencing considerable trouble in his efforts to induce W. L. Taylor of the

Taylor Grain Co. to make good an overdraft for three hundred and twenty-some dollars. Nearly a year ago the Chicago receiver accepted a note in settlement of the overdraft, but has been unable to collect the note, notwithstanding many promises to pay have been made. Last week he was caught for \$1.72 more by the same W. L. Taylor, having accepted his check on the Bank of Topeka for \$50.00. When the receiver deposited it for collection the check went to protest and the receiver was out \$1.72 additional. Some firms do not accept local checks in payment for any indebtedness, as the exchange and protest fees cause too great an increase in the cost of doing business.

Smith Center, Kan.—Scoop-shovel operators evidently are not having all their own way along the Rock Island road. Miller Bros. are making a howl about the alleged discrimination against them. They write the state railroad commission as follows: "There are two small eltrs. at this place, which I do not think will carry over 7,000 bus. of grain, and the railroad stands in with them. The agent tells us openly and above board that we cannot have cars so long as the eltrs. want any, and in this way they can keep a standing order in, thus debarring any one from loading except themselves. We came to this place about Nov. 20. The eltrs. were paying 31 cents for the same kind of corn that we sold at 37 $\frac{1}{2}$ and 38 $\frac{1}{2}$ cents f. o. b. cars at Smith Center. We have been trying to do business ever since under the most trying conditions. On or about February 20 we bought 25,000 bus. of corn to be put into the cars by farmers, and empty cars stood here on the sidetrack for days and days, we at the same time trying to coax and persuade the agent to let us load them, and his answer was that 'the eltrs. needed them.' If we received a car at all, it was one that had been loaded with coal and not fit to put grain into. We have suffered loss and endured it patiently, hoping they would become tired, but our patience has been exhausted and we now appeal to you for relief."

Topeka, Kan.—A law was enacted by the last legislature which will make demurrage charges reciprocal for the delay of freight in Kansas, if carriers continue to collect their old-time charges. It requires transportation cos. doing business in the state of Kansas to furnish cars to shipper when application is made in writing to any person in charge of transportation of any railroad company, the number of cars so required at the points indicated in the application within a reasonable time thereafter, but not to exceed six days from the receipt of such application; provided, if the application be for ten cars or less and the same shall be furnished in three days. When cars are applied for under the provisions of this chapter, if they are not furnished, the railway company so failing to furnish them shall forfeit to the parties so applying the sum of \$1.00 per day for each car and all actual damages that such applicant may sustain. Applicant applying for cars must deposit with the agent of the company one-fourth of the freight charge for use of such car or cars unless the railroad company shall agree to deliver said cars without such deposit. Section 6 of this act requires when cars are promptly loaded and shipping instructions given, railroad companies must have their agents immediately sign B-L and such shipments must go forward at the rate of not less than 50 miles per day of

24 hours computing from 7 o'clock A. M. the day following receipt of shipment and for failure to receive and transport such shipments within the time specified the companies so offending shall forfeit and pay to the shipper \$5 per day or fraction thereof on all carload freight; provided that in computing the time of freight in transit there should be allowed 24 hours for each transfer from one railroad to another.

Topeka, Kan.—Attorney General Coleman has decided that the co-operative eltr. cos. are violating the anti-trust law. The objectionable clause in the by-laws of most of the co-operative companies is "The stockholders and members of this company shall sell to the agents of this company (if such agency is established at his nearest market) all their farm products, whenever this company pays as much as any other dealer is willing to pay; but if any other dealer is willing to pay more than the agents of this company, then said stockholders and members shall sell their products to the other dealer and pay for maintenance to the agents of this company one cent per bushel on all grain sold, and of other products an amount to be fixed from time to time by the board of directors." In reply to a grain dealer of central Kansas Mr. Coleman said: "I have with some care examined the copy of the by-laws and articles of incorporation of the Farmers' Grain, Fuel & Live Stock Co. Without going into a careful analysis of the subject, I must say that in my judgment the contract entered into by the members of the association as indicated by the by-laws is in violation of section 113 of the statutes of this state, and if prosecuted would subject the corporation and the officers to the penalties prescribed by law."

KENTUCKY.

Bardwell, Ky.—J. W. Turk will buy or build an eltr. with capacity of from 12,000 to 25,000 bus.

Lewisport, Ky.—The grain warehouse of Taylor & Co. burned Apr. 12. Loss, \$4,000; insurance, \$2,000.

Adairville, Ky.—F. L. Smith, with others, will build a 15,000-bu. eltr. They expect to have it ready for the coming crop.

Louisville, Ky.—The Washburn-Crosby Co. will soon increase the capacity of its mill to 1,600 barrels and will build storage capacity for 200,000 bus. of wheat.

LOUISIANA.

New Orleans, La.—Officials of the Illinois Central railroad, who met at New Orleans Apr. 7, decided to ask for bids on wood, steel, tile and concrete construction for the rebuilding of the second eltr.

MARYLAND.

Charlton, Md.—Stonebraker & Downin have succeeded Jamison & Stonebraker in the grain and fuel business.

Baltimore, Md.—J. A. Hagerman has been appointed to succeed Wm. M. Conn as chief of the weighing department of the Chamber of Commerce, Mr. Conn having resigned.

Baltimore, Md.—Jas. B. Hessong, assistant secy. of the Chamber of Commerce, has been elected treas. pro tem of the Chamber of Commerce, awaiting action by the committee appointed to

look for a successor to John L. Rodgers, who has resigned intending to engage in the grain business in St. Louis. The committee consists of Chas. England and Chas. C. Magill.

BALTIMORE LETTER.

James A. Clark of the Canton Export Co. returned from Florida early in the week.

Jno. L. Rodgers of Jno. L. Rodgers & Co., of this city, has closed out his interests here and has made a connection with McReynolds & Co. to represent that firm either at St. Louis or Kansas City. Mr. Rodgers recently resigned the treasurer-ship of the Baltimore Chamber of Commerce, which position he most acceptably filled for a number of years. He was identified with the grain business of Baltimore since his early youth and has a wide circle of acquaintance with grain dealers throughout the country. He took an active interest in the affairs of the Chamber of Commerce, at various times served on its most important committees, and was president in 1892-3.—B. M.

MICHIGAN.

Whittemore, Mich.—Geo. Hunt has purchased the eltr. of J. Mooney.

St. Johns, Mich.—Stone & Bergen will build an addition to their eltr.

Ottawa Lake, Mich.—The Ottawa Lake Eltr. Co. incorporated, \$5,000 capital stock.

Twining, Mich.—I have sold my eltr. and feed mill thru the Grain Dealers Journal.—Fred L. Twining.

Lansing, Mich.—The S. M. Isbell Co., of Jackson, is looking for a location for a bean eltr., it is reported.

Wheeler, Mich.—The Wheeler Eltr. Co. incorporated, \$10,000 capital stock, to deal in grain, hay and beans.

Battle Creek, Mich.—The Hygienic Food Co. has exchanged its Buffalo plant for the local plant of the Egg-O-See Co.

Metamora, Mich.—B. C. Cole, of Marlette, has purchased the interest of the Jos. Allen estate in the firm of Jossman, Allen & Co.

Hopkins Station, Mich.—W. F. Nicolai will build a 5,000-bu. eltr. at once to replace the eltr. burned Feb. 2. Cement blocks will be used.

Pewamo, Mich.—The eltr. of Hathaway & Young caught fire Apr. 17 from a flying spark and the roof was destroyed before the fire was put out.

Detroit, Mich.—M. G. Ewer is advocating a union of the grain dealers, hay dealers, millers, bean dealers and wool buyers, to prevent ruinous competition.

Detroit, Mich.—Robert Henkel, of the Commercial Milling Co., has purchased a site on the Detroit river near the company's mill and it is rumored that an eltr. will be built.

Kalamazoo, Mich.—A. H. Reynolds, of Nashville, has purchased the 40-barrel mill, which has been operated for the past 5 years by Shackleton & Huston. The mill is located about 2 miles south of Kalamazoo and was a part of the E. B. Merrell estate.

Adrian, Mich.—L. Frensdorf & Sons, of Hudson, have purchased the interest of T. J. Haybarker in the firm of T. J. Haybarker & Co. and, with the other member of the firm, M. F. Cutler will continue the business under the name of Cutler, Dickerson & Co., Mr. Dickerson being their Adrian representative.

MINNEAPOLIS.

It is said Robert H. Edwards will retire from the Edwards-Wood Co., his interest being taken by Lewin A. Wood, who has been the active manager.

The liabilities of the Coe Commission Co. bucket-shop are \$326,628 and the assets, \$75,312, which are expected to shrink when the expenses of the administration are paid.

A membership in the Chamber of Commerce sold recently to speculators for \$4,000, the highest price paid for one this year and within \$150 of the record price. It is expected by some that the price will run to \$5,000; and speculators have bot up several.

Dissatisfied with the quality of No. 1 northern graded wheat shipped from Duluth by the Electric Steel Eltr. Co., the Pillsbury-Washburn Flour Mills Co. appealed to the state board, and obtained a ruling that altho the wheat was equal to grade it can not be shipped received at Minneapolis on the Duluth grade.

Victims of Edward A. Vaughan, a get-rich-quick schemer, are looking in vain for their money, intrusted to him for running a deal in May wheat. He has withdrawn his account from the bank. Vaughan last winter fitted up a handsome office. Not having an eltr. of his own he got possession of a fotograf of the eltr. of L. T. Sowle & Co., printed it in a circular labeled "My elevator." To prospective investors he said that two trust companies and a commercial agency would testify to his financial standing. The Minneapolis branch of this agency to which he referred appears to have no existence. His office has been seized by the sheriff.

The Erickson bucket-shop law was signed by Governor Johnson Apr. 11. E. S. Woodworth, president of the Chamber of Commerce, says that "the new law will put the bucket-shops out of business for good. The evil is closer to the point of eradication than it has ever been. Enforcement of the law will kill them and legitimate business will be benefited." G. F. Ewe, chairman of the quotations committee, is gratified over the enactment of the bill, since its enforcement will make it possible to maintain a high standard of business ethics. The bill is published in full in another column of this number.

MINNEAPOLIS LETTER.

Frank Seidel who buys barley in this market for the Wm. Rahr Sons Malting Co. at Manitowoc, Wis., has applied for membership.

W. S. Cleveland, the eltr. builder, has returned from Milwaukee, where he has completed a brick tank eltr. for the American Malting Co.

Option trades are now stamped with the time at which the trade was made in the pit in accordance with the requirements of the anti-bucket shop law bill.—J. R.

Harry L. Sowle, son of L. T. Sowle, and formerly a member of the grain firm of L. T. Sowle & Sons, died at Los Angeles, Cal., April 22. Deceased was 38 years of age and married.—J. R.

Eltr. companies have been expecting liquidation in May oats in Mpls., but the deal has worked the other way. Some time ago May oats here were 2¼ under Chicago May while now the difference is only 1½ cents.

Singular as it may seem, but at present the highest prices for low grade and feed barley are being paid on the crop.

At no time on this crop did these grades sell so high, while malting barley is weak and hard to sell. The strong feed barley market however is forcing the malt barley market which is somewhat higher than last month but did not advance by its own merits.

Everybody here seems to have had a good season and is well satisfied with the season's business. In this respect the firms who started three or four years ago in particular are well pleased as all say they had the best year they ever had and made lots of money. There has been a big business in frosted wheat this year and the dealers in it made considerable money by mixing and scouring and working it off with good milling wheat.

The storage capacity in Minneapolis was nearly all filled by Dec. 1, and after that time the market offered the best opportunities for making big carrying charges which the eltr. companies lost. The large eltr. companies say their season was merely a nominal one as they were unable to get in when the large discounts for No. 2 northern were made under the May option. The discount at one time was 8 and 9 cents under May for 2 Northern.

Grading of wheat between Minneapolis and Duluth is causing the trade considerable trouble. No. 1 northern wheat, in Duluth will grade No. 2 northern in Minneapolis and this has resulted in losses to shippers. Complaints have been lodged with Governor Johnson and a conference of the state board of grain appeals is to be held. It is thought that if a member of the Minneapolis board and a member of the Duluth board might occasionally be present at the meetings of the respective boards a more harmonious method of grading could be arrived at.—J. R.

The rules made up by the different eltr. companies for clipping oats that are delivered on option contracts are attracting some attention in the East. Some May oats have been purchased by eastern dealers who intend to have the oats clipped when delivered. Tax time will find many holders of oats who are not figuring upon the tax. This will be May 1, and the assessments are made up from eltr. statements on the evening of May 1, so grain that is delivered on May 1 is subject to a tax which the man to whom the grain is delivered has to pay. The tax is something like 2¾ per cent based upon 10 cents for oats and 15 cents for wheat.—Minn.

MINNESOTA.

Dawson, Minn.—Gilbert Carlson is building an eltr.

Milroy, Minn.—The Farmers Eltr. Co. will build an eltr.

Akely, Minn.—L. H. Price, of Park Rapids, will build an eltr.

Wallace's bill, H. F. 439, providing for hay and straw inspection, has passed the Minnesota legislature.

Dexter, Minn.—The Mower County Farmers Exchange will build a \$5,000 eltr. on the Great Western Ry.

Peterson's bill to hold telegraf companies responsible for errors and delay was killed by the Minnesota house.

Kerkhoven, Minn.—The farmers who met at Murdock recently to discuss the organization of a farmers company to operate an eltr. will hold another meeting at Kerkhoven May 15 when the matter will be brot up again.

Lakepark, Minn.—The Farmers Eltr. Co. is negotiating for the purchase of the eltr. and coal sheds of the Lakepark Grain and Lumber Co.

Hastings, Minn.—The farmers are organizing a co-operative eltr. company to succeed the R. F. Jones Eltr. Co. which recently operated here.

Lake Wilson, Minn.—The Farmers Co-operative Eltr. Co. has been organized. The officers are: A. I. Olson, pres.; L. Triplett, vice-pres.; J. J. Mihin, treas.; Geo. Vallance, secy.

Monterey, Minn.—The Monterey Farmers Eltr. Co. incorporated, \$10,000 capital stock. Incorporators, M. Kassulke, A. F. Esek, John Steen, Albert Hoevet, Aug. Krumweide, H. Smith, and others.

Alpha, Minn.—A Farmers Eltr. Co. has been organized and an eltr. will be built or purchased. The officers of the company are: Geo. Karnatz, pres.; H. J. Yoeckic, vice-pres.; H. E. Vickerman, secy.; J. S. Crawley, treas.

Lamberton, Minn.—The Farmers Eltr. Co. incorporated, \$25,000 capital stock. Incorporators, John Karlson, Emil Gerth, Fred Werner, Peter Aune, Edwin Anderson, John Blake, Thos. Maloney, Duncan McTaggart and A. F. Werner.

Austin, Minn.—The Mower County Farmers Exchange will build an eltr. and expect to have it completed by July. It is to be located on the Great Western Ry. and coal will be handled in addition to the grain business.

No reciprocal demurrage bill passed the Minnesota legislature before its adjournment. After a hard fight the bill was progressing smoothly until near the end of the session, when a disagreement arose between the house and senate.

St. Paul, Minn.—Insurance Commissioner O'Brien on Apr. 20 declared the Equitable Mutual Fire Insurance Co. and the Mercantile Mutual Fire Insurance Co., both of St. Paul, to be insolvent. Their business will be taken over by 3 other companies.

Pelican Rapids, Minn.—Bids for the construction of the new eltr. of the Farmers Co-operative Warehouse & Eltr. Assn. were rejected at a recent meeting, being too steep for the farmers whose ideas of cost were based on building a barn. They will advertise for more bids.

Welcome, Minn.—The Farmers Eltr. Co. contemplates building or buying an eltr. this season. It is reported that it has been offered the eltr. of the S. Y. Hyde Eltr. Co. for \$2,000. D. C. Montgomery has been elected pres. of the company and A. R. Tuthill, secy.

Representative Erickson's anti-bucketshop bill is now a law. So far so good. But what is a bucketshop? And what is the difference to the sucker between a bucketshop and a shop that isn't a bucketshop as long as he loses his money in it?—Dawson, Minn., *Sentinel*.

Winona, Minn.—The Western Eltr. Co., which has its headquarters at Winona, has bot the eltrs. of the American Malting Co. at Wabasha, Minneiska, Weaver, Hammond, Kellogg, Lake City, Durand, Glasgow, Theilman, Lakey, Millville, Zumbro Falls, and Dakota Village on the Milwaukee & St. Paul railway, at Rollingstone, Bethany, Altura and Simpson on the Chicago Great Western road, and at Stockton, St. Charles, Dover, Elgin, Plainview and Chatfield on the Chicago & Northwestern road. Possession will be given May 1. The Western Eltr. Co. now owns over 200 country

eltrs. Chas. Horton is pres., and W. B. Parsons vice-pres. The malting company will close its Winona office, which has been in charge of Wm. Richardson.

Duluth, Minn.—When the names of three Minneapolis men were voted upon for membership in the Duluth Board of Trade Apr. 10, H. D. McCord and J. R. Stewart received each 8 or 9 blackballs, while H. P. Watson got 5. As 6 are necessary to exclude, Watson became a member. No personal objection is made to those blackballed. Some time ago 2 Duluth men were blackballed by the Minneapolis Chamber, and the Duluthians have simply returned the compliment. On reconsideration the Minneapolis men were admitted to membership.

The following four railroad bills were passed by both houses of the Minnesota legislature Apr. 13: S. F. 508 greatly increases the powers of the state railroad commission, which gains jurisdiction over demurrage, switching charges, private car rates, and other charges under which discrimination is practiced. It prohibits the roads from either raising or lowering rates without consent of the commission, and gives the commission access to the books of the companies in order to see that its orders are enforced. It also gives the commission authority to investigate and alter rates without complaint from shippers. S. F. 509 prohibits the granting of any rebate or special concession to shippers, and provides a penalty for either giving or receiving such favors. S. F. 510 is a joint resolution instructing the railroad commission to readjust freight rates in Minnesota, to reduce them to correspond with rates in other states, and to adjust distance and distributing tariffs now in force so there shall not be more than 5 per cent difference. S. F. 511 is a memorial to congress asking for legislation to increase the powers of the interstate commerce commission, and for legislation to do away with the private car evil.

MISSOURI.

Kansas City, Mo.—The Morrison Grain Co. incorporated, \$10,000 capital stock.

Tebbetts, Mo.—E. E. Marlaw and Mr. Gillett, of McKittrick, will build an eltr.

Monett, Mo.—The John F. Meyer Milling Co., of St. Louis and Springfield, has purchased a site and will build a large eltr.

Kansas City, Mo.—E. B. Russell will build a combination grain eltr. and hay warehouse to cost \$20,000. The building will be 100x193 ft.

St. Louis, Mo.—The McReynolds Eltr. Co. has made application to have its house declared a public warehouse, and will become regular on the Merchants Exchange.

Otterville, Mo.—The Otterville Milling Co. is building a 10,000-bu. steel eltr. with head house 18x22 ft. attached. The machinery installed will be Barnard & Leas Mfg. Co. make and Fairbanks Scales.

Seventysix, Mo.—Estel, Weinhold & Co., of Wittenberg, have commenced the construction of their 7,000-bu. wooden eltr. It is on the St. L. M. & S. E. Ry. and will be ready for the new crop. A gasoline engine will be installed.

St. Louis, Mo.—The Attorney-General of Missouri will not make the investigation into the grading of Russian wheat as red winter demanded by the state legislature; as he believes a change in the grading now will work injury to innocent holders of receipts.

St. Louis, Mo.—Wm. H. Forman, a well known millwright, died Apr. 10. Mr. Forman was the builder of several of the largest mills and eltrs. in the vicinity of St. Louis and was the builder of the first marine eltr., which was taken to New Orleans and did service for many years.

St. Louis, Mo.—The plant of the Missouri Forage & Supply Co. burned Apr. 7 with contents and a carload of oats. F. L. Robinson, mgr., saved the books of the company with difficulty. Loss, on building \$3,000; on the stock of hay, grain and feed, \$7,000. It is not that the insurance will cover the loss.

Jasper, Mo.—The Cowgill & Hill Milling Co., of Carthage, has leased the eltr. of the J. P. Leiss Grain Co., which has been idle for several months, and will put it in operation June 1. The plant will be used as a purchasing point for the mill at Carthage. J. P. Leiss, who formerly conducted business at the eltr., will have charge as local mgr.

Jefferson City, Mo.—In vetoing senate bill No. 206 to amend the grain inspection law Governor Folk on Apr. 16 said: Under the present statutes only grain shipped to public elevators is inspected. The purpose of this measure, it is stated, is to enlarge the law so as to provide for inspection of all grain shipped to commission men for sale. The bill is broader than its authors evidently intended and as it now reads, it makes all grain subject to inspection. If a miller buys his wheat outright in the country and has it shipped to himself, under this bill it can be inspected and the cost taxed to him. There is certainly no occasion for inspection in the instance mentioned. The only justification for inspection at all is to prevent the shipper being imposed upon by short weights when he consigns his grain to commission men to be sold. This measure goes beyond that and would impair the right of private contract and injure trade. Laws, instead of placing restrictions upon the interchange of commodities, should encourage the freedom of trade.

Kansas City, Mo.—The Board of Trade has posted the proposed rule to deduct 100 pounds when weighing grain into eltrs. for a vote of the members. It always has been the custom, tho unsanctioned, for the terminal eltrs. at the Kansas City market to deduct 100 pounds from the weight of the grain in the car to cover future shrinkage that sometimes occurs after the grain has been stored in the eltr. It also enables the eltrs. to load out the full number of bus. weighed in and perhaps have a small balance left over, which is clear profit. The Kansas legislature passed a law assessing a penalty for making any deduction from the full weight of grain. The Kansas City eltr. men decided to evade the law by taking a special contract in each case whereby the seller would agree to permit the deduction. This places the receivers in an embarrassing position, for they could not make such contracts without making themselves liable. If members vote for the 100 pounds deduction it will become a part of the rules of the Kansas City market, and shippers who sell on Kansas City rules will be agreeing to the deduction.

NEBRASKA.

Bee, Neb.—Nelson & Ketels have gone out of business.

Lodi, Neb.—S. Breen has succeeded John E. Harshbarger as mgr. for the Omaha Eltr. Co.

Eagle, Neb.—E. P. Betts has purchased the eltr. of G. W. Venner & Co. and has taken possession.

Concord, Neb.—The Anchor Grain Co. has closed its eltr. for the season. Carl Clayberg is agt.

David City, Neb.—L. Spelts, of the Spelts Grain Co., was recently elected mayor of David City.

Fairfield, Neb.—S. P. Spark, of Norman, has succeeded J. H. Crane as agt. for W. J. Hynes, of Hastings.

Norman, Neb.—A. M. Anderson and Henry Youngson are trying to secure a site from the B. & M. R. Ry.

McLean, Neb.—Louis E. Mann, of Randolph, has purchased for \$10,000 the eltrs. of C. O. Shannon at McLean and Osmond.

Julian, Neb.—John Wildberger, mgr. for the Bartling Grain Co., died very suddenly Mar. 28, from apoplexy.

Concord, Neb.—R. C. Thompson, who sold his eltr. to the Anchor Grain Co., is preparing to remove to Oregon.

Gladstone, Neb.—Amos C. Boniwitz will build an eltr. this spring. The old eltr. which is too small will be torn down.

Cornlea, Neb.—G. M. Van Ackeren, of Humphrey, has succeeded G. H. Peters as mgr. for the Crowell Lumber & Grain Co.

Gothenburg, Neb.—The Farmers Co-operative Assn. incorporated, \$7,000 capital stock, to do a grain and live stock business.

St. Paul, Neb.—The St. Paul Milling & Grain Co. incorporated, \$25,000 capital stock. Incorporators, J. A. Frick, E. F. Humphrey and Chas. L. Rowe.

Gilead, Neb.—The Hebron Grain Co., of Hebron, has bot the eltr. of W. M. Van Buren & Son and has taken possession. Robert Sisson is agt.

Callaway, Neb.—John E. Harshbarger has succeeded W. V. Mathews as mgr. for the Omaha Eltr. Co. Mr. Harshbarger was formerly mgr. for the company at Lodi.

Cambridge, Neb.—The eltr. of J. Rosenfelt & Son burned Apr. 8. Loss, \$5,000; insurance about \$4,000. The fire is supposed to have started from a spark from an engine.

Edgar, Neb.—H. C. Hart sailed from New York Apr. 14 for a trip to Brazil, intending to be away for about 4 months. His son, Butler Hart, has charge of the business during his absence.

Omaha, Neb.—The Home Market Grain Co. is being organized and will be incorporated with \$500,000 capital stock. The purpose of the company is to maintain a market in Omaha equal to any in the west.

Red Cloud, Neb.—C. R. Campbell, formerly agt. for W. H. Ferguson, has been arrested, charged with embezzling nearly \$5,000 belonging to Mr. Ferguson. The complaint consists of 4 counts, the first charging him with embezzling 5,241 bus. of wheat on Oct. 7, 1904, valued at \$4,192; second, misappropriation of 107 bus. of corn on Feb. 12, 1904, worth \$36; third, embezzling money on Feb. 12, 1904, amounting to \$36; fourth, embezzlement of 1,677 bus. of corn, valued at \$620.

Adams, Neb.—Bryson & Miller are building a milling plant and eltr. on the Burlington. The eltr. will have storage capacity for 38,000 bus., the mill capacity for about 60 barrels, and the corn cereal mill will handle 1,500 bus. of corn daily in making brewers grits, meals, pearl and

common table meal and hominy. Cars will be loaded from a side track 829 ft. long which the Burlington is putting in for the firm. A 150-h.p. Corliss engine will be installed and mill machinery from Nordyke & Marmon will be installed in the mill.

NEW ENGLAND.

Gardner, Mass.—The co-operative grain business of the Gardner Grange has been sold to the W. N. Potter Grain Co.

Boston, Mass.—The Chamber of Commerce has posted and will vote on rules prescribing methods of buying in grain on defaulted contracts.

Chester, Mass.—The firm of G. C. Turner & Co. has been dissolved by mutual consent, G. C. Turner continuing the grain business. M. E. Turner will engage in other business.

Boston, Mass.—The Massachusetts house on Apr. 21 passed a bucket-shop bill providing that any person betting on the market fluctuations of stocks shall be fined by \$1,000 or imprisonment 1 year.

Kittery, Me.—The Irving Powers Co. incorporated, \$100,000 capital stock, to deal in grain, hay, straw, flour, oats and wood. The officers of the company are: Irving Powers, Hampton, N. H., pres.; Jas. B. Sweet, Malden, Mass., treas.

Colchester, Conn.—The Colchester Grain & Coal Co. incorporated, \$20,000 capital stock, to deal in grain and fuel. Incorporators, Jacob Gordon, Michael Levin, Jacob Slosberg and Moses Klingon. The company has purchased the grain, lumber and coal business of E. F. Strong and has succeeded him.

Norwich, Conn.—The Norwich Grain Co. has bot out and succeeded A. A. Beckwith, who has been engaged in the grain, flour and feed business for 20 years. The plant consists of a 25,000-bu. eltr., a grain warehouse and store, 2 feed mills and a cob mill. Geo. R. Havens is mgr. Mr. Beckwith will remain for the present with the new owners.

BOSTON LETTER.

W. Bridgewater, Mass.—Jas. S. Beless has purchased the eltr. and grain business of E. L. Lothrop & Son.

Freight house No. 25 of the B. & M. Ry., at Charlestown, was destroyed by fire Apr. 18. This house was formerly No. 2 and replaced one of the many freight houses on the eastern division of the B. & M. road destroyed by fire a few years ago. The house was filled with a miscellaneous assortment of merchandise, including hundreds of tons of hay.—H. B.

NEW JERSEY.

Camden, N. J.—The grain eltr. of Sitley & Sons burned Apr. 23 with a large quantity of grain and several freight cars. Loss, \$150,000.

New York, N. Y.—At a meeting of the hay trade members of the Produce Exchange Apr. 10 the rules of the National Hay Assn. for grading hay were adopted.

NEW YORK.

Berlin, N. Y.—Robert A. Green, a former grain dealer in Illinois, died Apr. 9, of pneumonia, aged 78 years. Mr. Green was in the grain business for 40 years.

Buffalo, N. Y.—The first boat of the season reached Buffalo from Chicago Apr. 21. It was the steamer F. B. Squire, which left the upper lake Apr. 14.

Buffalo, N. Y.—S. W. Yantis has been appointed to represent the Chamber of Commerce in the movement by the eastern trunk lines to hold the grain trade against gulf competition.

Geneva, N. Y.—Chas. M. Goodman, representative of Nye & Gleason of Brockton, Mass., wholesale dealers in oats and hay, died Apr. 13, of pneumonia, aged 53 years. Mr. Goodman was formerly of the firm of Gambee & Goodman, succeeding to the business later and selling out to J. T. Cook.

New York, N. Y.—A petition in bankruptcy has been filed against Richard O'Brien, doing business as the Michigan & Ohio Hay Co., by Chas. Young. It is alleged that on Jan. 27 he permitted the First National Bank of Allegan, Mich., to obtain an attachment for \$5,549, under which the sheriff levied on his property.

New York, N. Y.—The large grain warehouse of the Horace Ingersoll Co. on West 34th street burned Apr. 12 with 5,000 bales of hay and about 80,000 bus. of grain. Loss, \$150,000. The house will be rebuilt as soon as possible. The hay warehouse of the N. Y. C. & H. R. Ry. had a narrow escape from being destroyed also, as there was a lack of sufficient water pressure during the earlier part of the fire.

New York, N. Y.—With continued liberal receipts via railroads, and river boats making regular trips, the supply of hay on Apr. 19 is largely in excess of demand and prices correspondingly weak. No. 1 which, until recently, has been comparatively firm, is now, owing to increased supply of that grade, showing weakness, in fact, all along the line quotations can scarcely be relied on. We cannot urge shipments, but believe it to be good policy not to hold on, with the expectation of an advance in prices.—Gilbert Flowman & Co.

BUFFALO LETTER.

E. M. Husted has returned from his trip to Europe, where he has been a great part of the winter, ready for the regular summer business.

The arrangements for handling grain by lake here are now all made and the business will proceed as usual. All charges are the same as last season.

W. B. Gallagher is on 'change again wearing his usual smile. He had a lot of exercise in drying and disposing of the wet barley that went down with the Ontario Eltr., being one of a syndicate that bought it, and now that, it is out of the way he is after the soft corn.

Local cereal millers continue to report a good business, spite of the general dullness. It appears that the industry as a whole is not turning out any new brands and some of the older ones are quietly going out of existence, but where the preparation has merit it will stand the test of time.

State wheat millers are waiting with what patience they can command for the new crop, which looks so fine that they feel sure of it now. It appears that farmers are still holding back their little crop of last year for higher prices! Millers report they will not pay their prices, so they will have to get left.

The inspectors in the office of Chief Inspector Shanahan of the Chamber of Commerce are beginning to take a long breath again. They have been having a big winter's run of grain, especially corn, but it has now dropped off a good deal and will soon be down to the summer run.

If the corn is now held till it is dry enough to ship by lake the business will shift about very considerably.

The eastern trade throughout seems to be as slow as it is here. H. G. Anderson took a turn through the leading centers last week and made a close canvass of New York and Massachusetts, finding that nobody wanted to buy grain or its products. The idea seems to be that not only wheat, but other grain is going to be lower.

Slow. And the worst of it seems to be that slow is becoming slower. Not a dealer on 'Change but is complaining that he is doing so much less business than he used to and ought to do that he is fairly discouraged. There is considerable corn moving, but it mostly goes through. The oats trade comes next, but after that it is all said. Nobody wants wheat or rye.

The canal boatmen are doing a small amount of business and are hopeful. It is uncertain how long it will take the first grain fleet to get here, but it will not be long. The canal opens officially on May 4th, but the boats can get their loads before that time and be ready to sail at once. If they are very eager they can proceed to Lockport ahead of time if they can get their clearances.

The Chamber of Commerce has selected S. W. Yantis to represent it on the committee of the New York Produce Exchange to look after the interests of the Buffalo-New York through shipping route. Mr. Yantis does not expect that anything will be done by the committee right away, but it will be ready at any time, so that if work can be done in this interest it will be posted and possessed of the authority for the move, whatever it may be. Last winter was disastrous to the route, so much grain and other freight made its escape by the southern routes.

Corn that is coming in badly heated and colored is large enough in amount to make members of the trade very uneasy. There has never been a cooler April for that business and yet the corn is so wet that it will not stand any sort of heaping up even now. What will happen to it when warm weather sets in? Already the wet grain dealers are active. They have had little to do for sometime, for the lake cargoes are not getting wet in steel bottoms as they used to in wood, but the heated and rejected car corn is something for them to rejoice over and business is good again.

It looks as though the holders of spring wheat were going to have quite an amount to sell on spring prices. Which will be in just as soon as the ice gives up the fleet that is on its way down from Duluth. The c. i. f. prices are 5 or 6 cents lower than spot and it is doubtful if the milling trade will want much at even those prices, so much lower are the July figures than May. Still some of the millers here had to buy spring wheat for immediate use.—J. C.

NORTH DAKOTA.

Goodrich, N. D.—J. W. Lahart will build an eltr.

Dickinson, N. D.—Walton & Davis will build an eltr. this spring.

Granville, N. D.—The Farmers Eltr. Co. has been organized and will build an eltr. this summer.

Litchville, N. D.—The Farmers Eltr. Co. has purchased a site and will build its eltr. this summer.

Underwood, N. D.—The eltr. for Gackle & Gosz has been completed.

St. Thomas, N. D.—C. E. Alford, of Crete, has succeeded Geo. Strong as mgr. for the Thorpe Eltr. Co.

Page, N. D.—The St. Anthony & Dakota Eltr. Co. will install a chain feeder purchased from A. H. Richner.

Milton, N. D.—The Minneapolis & Northern Eltr. Co. will build an eltr. to replace the house burned Feb. 28.

Wyndmere, N. D.—The Farmers Eltr. Co. contemplates building a warehouse. A meeting will be held May 18 to complete plans.

Great Bend, N. D.—The Farmers Mill & Eltr. Co. will build a plant and it is expected that it will be ready for this year's crop.

Grand Harbor, N. D.—A chain feeder will be installed in the eltr. of the St. Anthony & Dakota Eltr. Co. by A. H. Richner.

Penn, N. D.—A Farmers Co-operative Eltr. Co. has been organized and an eltr. will be built. L. Ellingson, F. C. Kaeding, C. E. French and others are interested.

Niles, N. D.—The farmers are organizing an eltr. company and will be incorporated with \$10,000 capital stock. It is expected that the company will be ready to do business by fall.

Valley City, N. D.—The Farmers Co-operative Eltr. Co. will build a 40,000-bu. wood eltr. on the N. P. Ry. Its equipment will consist of a 15-h. p. oil cooled engine and Monitor Grain Cleaner, with capacity for 1,500 bus. per hour.

Fargo, N. D.—As a defense to the suit by Wm. Rikter, of Great Falls, Mont., to recover \$1,270, A. J. Cummings, who advertised himself to be a member of the Minneapolis Chamber of Commerce, pleaded that he was only running a bucket-shop.

Bisbee, N. D.—The Atlantic Eltr. Co. and the Osborne-McMillan Eltr. Co. will build eltrs. on the Soo Line, which is extending its line thru to Kenmare from Thief River Falls, Minn. The Atlantic Eltr. Co. intends building 8 eltrs. along this extension.

Emerado, N. D.—The Emerado Farmers Eltr. Co. incorporated, \$50,000 capital stock. Incorporators, Geo. Lee, M. A. Cosgriff, W. E. Brandt, Jas. Finnie, John Farrell and Will Webster, of Emerado; M. L. Blair, of Ojata; S. L. Davis, Northwood; John M. Smith, Grand Forks.

OHIO.

Toledo, O.—The Lynn St. Milling Co. will install new cleaning machinery.

Cedarville, O.—Kerr & Hastings Bros. have purchased the eltr. and business of W. R. Sterrett.

Houston, O.—It is reported that the Farmers Eltr. Co. has purchased the eltr. of Chas. Bowersock.

Nankin, O.—Wilbert Sharich has purchased the eltr. of Leander McFadden and has succeeded him.

Cincinnati, O.—F. F. Collins has recently returned from a three-months' pleasure trip to Cuba and Florida.

Cavett, O.—The McMillan Grain Co. has repurchased the eltr. which it sold some time ago to Ernest Kuhn.

Toledo, O.—Geo. W. Wagoner will install a 500-bu. Howe Hopper Scale with leveling attachment, furnished by the Borden & Selleck Co.

Rocky Ridge, O.—The Ottawa County Farmers Co-operative Assn. will build an eltr. to replace the old house.

Cincinnati, O.—The Grain Inspection Dept. has adopted a private seal which it uses in resealing every car of grain broken open for grading.

Fayette, O.—L. A. Baker has the material on the ground for building an eltr. 30x30 ft. and with a capacity of about 7,000 bus. on the Lake Shore Ry.

Wooster, O.—Young & Taggart have dissolved partnership. Grant Taggart will again engage in the grain, feed and flour business. Mr. Young has not decided as to his future.

Greenville, O.—The Greenville Feed Co. will not build an eltr. at present. It is doing a track buying business in hay and grain and operating a transfer hay warehouse on the C. N. Ry.

Bucyrus, O.—The Valparaiso Grain & Eltr. Co., of Valparaiso, Ind., has been incorporated under the laws of Ohio, with \$15,000 capital. C. H. Lindner is agt. and headquarters are at Bucyrus.

Defiance, O.—L. C. Roehrig has purchased for \$10,000 the eltr. of the Farmers Grain Co. and will operate it. Another eltr. will be built at the other end of town. W. J. Slough will take charge of both eltrs.

Van Wert, O.—The McMillan Grain Co. has filed with the Interstate Commerce Commission a complaint against the Cincinnati Northern road, alleging failure to furnish cars for shipment of hay from Cavett, O.

New Vienna, O.—S. Summers, T. A. Hodson and W. Spear have purchased a site and will build an eltr. and operate it under the firm name of the New Vienna Grain Co. They expect to be ready for the new crop.

Cincinnati, O.—The Union Grain & Hay Co. and the Southern Grain Co. both contemplate bringing suit against the Merchants National Bank of Indianapolis to recover \$7,000 paid by the bank to J. T. Ricketts on forged bills of lading.

Toledo, O.—A car load of 102 bales of hay on the C. H. & D. Ry. caught fire Apr. 18 from a passing engine about 3 miles east of Toledo, while being brot into the city. A telephone message to the fire department and a hurried trip into the city saved a greater part of the car load.

Rockford, O.—Behymer Bros. will take possession of the eltr. operated by R. J. Wager & Co., on May 1. They purchased the house last year and will operate it, as well as the house at Tama. New machinery will be installed and the building will be overhauled in time to handle the new crop, which will be 2 weeks' earlier than usual.

Cincinnati, O.—J. N. Wooliscroft, a well known grain merchant, died suddenly Apr. 15 at his home in Covington, Ky. Mr. Wooliscroft was a leading member of the Cincinnati Chamber of Commerce and pres. of a commission company. He had not been well for some time, but was not taken seriously ill until the evening of Apr. 13, having been attending to business all that day.

Toledo, O.—The Produce Exchange has appointed the following executive committee to arrange for the entertainment of the hay dealers attending the convention of the National Hay Assn. July 18, 19 and 20: Frank I. King, R. P. Lipe, H. H. Driggs, H. L. Goemann, J. E. Rundell, Charles Knox, E. H. Culver and Archie Gassaway.

St. Paris, O.—The McMorran Bros. Co. incorporated, \$60,000 capital stock, to deal in grain. Incorporators, Grant McMorran, Emily D. McMorran, J. E. McMorran, M. J. McMorran, V. S. Brecount and Emma A. Brecount.

Versailles, O.—Gephart & Hile are building a 25,000-bu. eltr. with concrete foundation and metal roof and siding. The storage room will consist of 14 bins and corn crib with capacity for 7,800 bus. The machinery will consist of 25-h. p. Columbus Gasoline Engine, Western Corn Sheller and Cleaner, Invincible Wheat Cleaner, Fairbanks Compound Beam, Hopper and Wagon Scales.

TOLEDO LETTER.

Ottawa, O.—R. G. Spencer has sold his elevator to Justice & Co.

The movement of corn is light, farmers being busy with spring plowing.

George Lynn, formerly grain inspector for the local Exchange, is now holding a like position at Mansfield.

"The eltr. business has reached that stage that there must be a monopoly in order to do a profitable business."—Harry DeVore.

Among the grain offices in the Exchange building which are being handsomely "fixed up" are those of C. A. King & Co., and the East Side Iron Eltr. Co.

"I hope the lessons on this bull campaign are big enough to discourage any man or crowd of men from ever attempting another corner in breadstuffs."—James Hodge.

The first movement of wheat by water this spring was when the steamer Chile, which has been lying here all winter with 140,000 bus. of wheat in her hold, cleared for Buffalo on Apr. 10.

Col. and Mrs. S. C. Reynolds are spending their Easter vacation at Atlantic City. Mr. and Mrs. Fred Rundell and Mr. and Mrs. Frank I. King are also spending the Easter vacation period at points in the East.

"The millers throughout the state are well supplied with wheat for grinding purposes. I found this to be the case on making numerous inquiries at the state convention of millers at Springfield."—Fred Mayer.

Thomas A. Taylor, pres. of the Northwestern Eltr. & Mill Co., underwent an operation at the St. Vincent's hospital a couple of weeks ago and was removed to his residence last Friday. His condition is not improved.

The effort to form another ass'n of grain dealers in Northwestern Ohio seems to have proven futile. The old ass'n disbanded almost a year ago and has not been reorganized, former members of the association expressing themselves to the effect that they do not see the need or value of such an organization.

It looks like dollar wheat now. Millers are now looking forward to a time in the very near future when they may be doing export business. With the sensational breaks on the Chicago floor, last Saturday, Toledo followed in the decline, cash wheat touching \$1.01 and May 97 cents. The locals happened to be on the short side of the market.

The first meeting of the creditors of F. M. Greenough & Co. was held last Friday before Referee Belford. C. G. Cunningham was elected trustee and furnished bond in the sum of \$10,000. Proven claims amount to \$35,096.46, the total liabilities aggregating \$47,946.46, while the assets

of the bankrupt concern amount to \$27,510.52.

All arrangements for the twelfth annual convention of the National Hay Ass'n, which will be held in this city July 18, 19 and 20, have been assigned to a committee which has been appointed by the local Exchange. A meeting of the executive committee of the Ass'n was held at the Boody House a couple of weeks ago, the following being present: H. G. Morgan, of Pittsburg, pres.; P. E. Goodrich, of Winchester, Ind., secy.; John B. Daish, of Washington, D. C., general counsel; Charles England, of Baltimore; J. L. Dexter, of Detroit; G. C. Warren, of Saginaw, Mich.; J. A. Heath, of Lenox, Mich.; C. H. Davis, of Aurora, Ill.; J. W. Sale, of Bluffton, Ind.; R. P. Lipe, H. L. Goemann, E. H. Culver and H. L. Driggs, of Toledo. The local Exchange is making preparations to entertain at least 1,000 grain and hay men and their wives during the convention week. Automobile rides, amusements and many other things are in store for the visitors.—H. D.

OKLAHOMA

Marshall, Okla.—Pearson & Hayton have removed from Pierson, Ia.

Enid, Okla.—W. A. Hart has succeeded E. C. Smith as agt. for the Enid Mill & Eltr. Co.

Woodward, Okla.—W. H. Newcomb is building a 250-barrel mill in connection with his eltr.

Frederick, Okla.—The Linzee Eltr. Co. will soon commence the erection of an eltr. and office.

Tonkawa, Okla.—R. T. Brook has begun the construction of his 14,000-bu. steam power eltr.

Altus, Okla.—G. R. Thrush, pres., writes that the Farmers Union Grain & Coal Co. will not build an eltr., but will try to buy and ship grain.

Tonkawa, Okla.—I have read the Grain Dealers Journal for several years and like it very much.—L. H. Sorey, agt. Blackwell Milling & Eltr. Co.

Jefferson, Okla.—We would not think of being without the Grain Dealers Journal as it keeps us posted on everything that is of interest to a grain dealer.—McIntyre Bros.

The annual meeting of the Grain Dealers Assn., of Oklahoma and Indian Territories, will be held at Enid, Okla., May 18, 10 a. m. All regular grain dealers welcome.

Tonkawa, Okla.—F. M. Martin has succeeded L. H. Sorey as agt. for the Blackwell Milling & Eltr. Co. Mr. Sorey has purchased land in California and gone there to look after it.

Pawnee, Okla.—The Pawnee Mill & Eltr. Co. incorporated, \$25,000 capital stock. Incorporators, W. E., N. E. and M. L. Gorton, of Pawnee; Robert M. Carr and M. G. Carr, of Guthrie.

Watonga, Okla.—The Southwestern Mill & Eltr. Co. incorporated, \$25,000 capital stock. Incorporators, A. W. Sunderland, N. Orndorff and R. A. O. Montgomery, of Watonga, and John Myers and Philip M. English, of Enid.

OREGON.

Portland, Ore.—The Enterprise Grain & Mill Co. incorporated, \$25,000 capital stock, to buy and sell grain and do a general milling business. Incorporators, Chas. Wilkins, J. E. and Dan R. Murphy.

PENNSYLVANIA.

Stevens, Pa.—H. H. Bushey has succeeded C. F. Bushey.

Pittsburg, Pa.—Geidel & Dickson have removed their office to the new Grain Exchange building.

Harrisburg, Pa.—David Keapough, of New Cumberland, has purchased the eltr. and warehouse which have been operated for the past year by E. B. Gross.

Philadelphia, Pa.—Walter F. Hagar has been appointed a director of the Commercial Exchange to succeed Chas. Dunwoody. Mr. Hagar is a former pres. of the Exchange.

Juniata Mills, Huntingdon P. O., Pa.—The eltr. to be built by Sherman Hawn will be 25x40 ft. and 3 stories high. It will contain 3 stands of eltrs. and receiving separator. The house will be 3 miles from railroad.

PITTSBURG LETTER.

Of millfeed there is no disguising the fact that the situation is weak, both as to bran and middlings.

Lower quotations from the west make the rye market a trifle easier, which has caused a reduction in quotations here. The season being about over, however, there is a very quiet request, and the situation is dull.

During the last two weeks straw has gone down and then up again, although the recovery has not been equal to the decline. Receipts have not been heavy, but demand is of a limited nature, and recovery is slow. Dealers express faith in an improving market, as demand shows indication of becoming more active.

Shelled corn is in fairly good demand for good yellow, though nothing below No. 2 will answer. Lower grades are being avoided by buyers, and there has been much complaint lately of heated corn. Shippers are cautioned to be very careful to send only stock which is in the best condition to avoid trouble.

There is a very stiff market for ear corn, and No. 2 yellow will bring, at this writing, 60 cents a bushel. This is owing to the very light receipts for some time, the past two weeks the average being scarcely a car a day. Shippers who can load ear corn now will find this market a splendid point to which to ship.

The market for oats is dull. Ample receipts, which have been in excess of demand, have controlled the situation, and there is weakness and slow sale all around. This condition has prevailed largely ever since the first of the year, although temporary reactions for short periods at different times have occasioned the springing of eternal hope in the breasts of dealers, only to find it crushed again. Trading in this line has been for the most part profitless, owing to the higher ruling prices in the west than could be obtained here. Sales are difficult to effect, and the future is uncertain. Quotations have been forced down during the last week.

Prairie hay is very slow of sale, one of the largest dealers here giving it as his opinion that the non-arrival of any packing hay for a period of three weeks would not seriously inconvenience consumers, on account of the accumulations of recent days. Storage facilities, however, are moderate, and purchasers are not able to stock up heavily, so that they cannot have very large stocks. However, the lack of accommodation precludes the possibility of their taking advantage of bargains even

if offered, and price concessions will have no effect upon the situation. When the consumer wants he buys, and not before.

Two weeks ago the hay market was reported to be in an active condition so far as No. 1 timothy was concerned, and this condition still exists. It is a good time to send forward this grade. Buyers are seeking hay of top grade, and are ready to buy. For a while, earlier in the month, good No. 2 timothy was taken acceptably where No. 1 could not be secured, and this is still the case to some extent, though in a less degree than a few days ago. Purchasers are after the best. Prices for No. 1 grade have advanced a little, while lower grades are no more than holding their own. Receipts are not too heavy in any line, though there is enough, except of No. 1. However, the lateness of the season acts against any great forward movement in prices.

It is most pleasing to see the interest taken by many members of the Pittsburg Grain & Flour Exchange in their new home, which will soon be ready for occupancy, in the Grain & Hay building at the corner of Penn avenue and Tenth street. A change of location is not always pleasant, but in this instance no one who has given the matter any thought can for one moment doubt that the move is a good one, and that one of its most far reaching results will be the additional interest which will be taken in the organization and its work. The business which is transacted in commodious quarters in keeping with the dignity of the firm or company it represents always receives more consideration than the corner grocery. So with the Exchange. The same men will occupy the new rooms, and will perhaps be no more in earnest in the manner in which they will conduct the business of the association, but it is unquestionable that a new dignity will be added to the organization by its handsome surroundings. This circumstance is undoubtedly realized by the grain and hay men, who are eager for moving time to come.—C. H.

SOUTH DAKOTA.

Mitchell, S. D.—A. H. Betts will have his headquarters at Mitchell.

Humboldt, S. D.—The Farmers Eltr. Co. incorporated, \$6,200 capital stock.

Jefferson, S. D.—The Truax Grain Co. has bot the eltr. of the Sioux Grain Co.

Forestville, S. D.—The eltr. of the Douglass Eltr. Co. will be closed until the middle of May.

Henry, S. D.—The Western Eltr. Co. is building a 30,000-bu. eltr. to replace the house burned last winter.

Milbank, S. D.—J. M. Sullivan, of the Sullivan Lumber Co., Minneapolis, is negotiating for the eltr. of John Burgan.

Labolt, S. D.—The Northwestern Eltr. Co. and the McCaull-Webster Eltr. Co. will improve their eltrs. in the near future.

Aberdeen, S. D.—A. A. Truax, of Mitchell, has arranged for the purchase of the eltr. of the Soo Eltr. Co., for which he will pay \$4,000.

Hazel, S. D.—The idea of a farmers' eltr. has been abandoned for the present, but it is expected that it will be renewed later in the season.

Cavour, S. D.—Gartland & Wilson have purchased the flat house of G. W. VanDusen & Co. and will overhaul it and install eltr. machinery.

Henry, S. D.—The Atlas Eltr. Co. will build a cribbed house.

Garden City, S. D.—J. G. Ostroot & Bro. have closed their eltr. for the season. The engine and feed mill have been sold and the eltr. will be overhauled before the next crop and a new engine installed.

SOUTHEAST.

Evergreen Mills, Va.—O. A. Chamblin has purchased the plant of J. O. Daniels. He intends building a large grain eltr. in connection.

Dalton, Ga.—Barrett, Denton & Lynn will build a mill plant and convert the present mill into a 25,000-bu. eltr. A 200-h. p. engine will be installed.

Athens, Ga.—The demand for corn, oats and hay has been lighter during the past 4 months than has been known for years at this season of the year, but we look for an increased demand for these during May and June, as by that time the supply in the hands of the farmers will be about exhausted.—J. F. Rhodes & Co.

TENNESSEE.

Cookeville, Tenn.—The Cookeville Roller Mills Co. contemplates building a 30,000-bu. eltr.

Bristol, Tenn.—John K. Rogers has purchased the grain and feed business of V. Keebler, who has retired from business.

Nashville, Tenn.—The Southern Cereal Co. has changed its firm name to the Merchants Milling & Mfg. Co. and has increased the capital stock to \$25,000.

Dixon Springs, Tenn.—The Dixon Springs Mill & Grain Co. will build a 75-barrel roller mill, to be ready for the coming crop. Paul Johnson, of Hillsdale, is interested.

Nashville, Tenn.—Mr. Howse has introduced a bill in the legislature to fix the weight of and regulate the trade in cornmeal. Mr. Jetton has introduced a bill to prohibit the operation of bucket-shops.

Nashville, Tenn.—The Bell-Duff Commission Co., which operates thru the Steel Storage & Eltr. Co., contemplates installing a 1,000-bu. per hour corn sheller and a feed mill with capacity for about 2,000 bus. daily.

Nashville, Tenn.—The Liberty Mills have secured a permit to build an eltr. 25 per cent larger than the house burned in Feb. The structure will cost about \$20,000 and will be equipped with every modern improvement.

Union City, Tenn.—The Morgan & Hardy Grain Co. has lost its suit against the Dahnke, Walker Milling Co., on a contract whereby the mill was to pay the grain company 2-3 per cent per bu. on grain bot by the mill on condition that the grain company would not compete. The mill is alleged to have bot 80,000 bus. and only settled for one day's purchases. The supreme court said the contract was not binding, being against public policy.

Harriman, Tenn.—The Emory River Milling Co., which recently made an assignment, has issued a schedule which shows the liabilities to be \$25,000 and assets \$35,000. The plant will be operated pending a winding up of the receivership, when the company will reorganize, and it is expected that the capital stock will be increased. The assignment was made to protect all creditors and to clear the company from an embarrassment which could not be accomplished otherwise.

Nashville, Tenn.—At the annual meeting of the Nashville Grain Dealers Assn., held Apr. 18, the name of the organization was changed to Grain Dealers Exchange; and Byrd Douglas and J. H. Wilkes were elected pres. and vice-pres. respectively, by a unanimous vote. The following board of directors was chosen: John C. Shofner, of Neil & Shofner Grain Co.; E. M. Kelly, of Liberty Mills; C. E. Rose, of Duncan McKay, of McKay, Reed & Co., and W. J. Miller, of Miller & Co.

Memphis, Tenn.—Willis Dickson & Co., wholesale grain and hay dealers, filed a voluntary petition in bankruptcy, Apr. 18, giving liabilities as \$14,000 and assets about \$13,600. This firm began business about a year ago and is composed of J. Willis Dickson and his brother, C. E. Dickson, of Harrisburg, Ill., where the house has a branch, but which is not connected with the bankruptcy case. The cause of the trouble was the bookkeeper, J. J. Elder, who used the company's money to play the races.

TEXAS.

Cleburne, Tex.—T. J. Wallace, formerly at Mexia, has bot the warehouse of T. P. Turner, and will carry on a grain and fuel business.

Garland, Tex.—Geo. W. Crossman writes that Garland presents a fine opportunity for the right man with small capital, to run a wheat and corn mill.

Ft. Worth, Tex.—J. L. Walker, formerly of Abbott, is now attempting to conduct a grain business here, the style of the firm being Walker Grain Co.

Ft. Worth, Tex.—The Sanger Grain Eltr. Co. contemplates the rebuilding of its plant, which burned Feb. 12. Steel bins instead of wooden will be constructed.

Dorchester, Tex.—The Paul Bean Grain Co. has been organized with \$40,000 capital by the merchants and farmers of Dorchester and Howe. Plants will be operated at both towns and will be ready to handle the present grain crop.

Dallas, Tex.—The Felton Grain Co. has built a warehouse which it will use for the purpose of handling job lots of grain, corn meal and feed stuffs, and as a reconditioning station in making up mixed cars for outside points. Electric power is used.

Ft. Worth, Tex.—E. B. Doggett and J. L. Moore, of McKinney, are negotiating for a site for the erection of a grain eltr. The Dazey-Moore Grain Co. also contemplates the erection of an eltr. on the north side.

Sherman, Tex.—The Pittman & Harrison Co. has built a 50x120 ft. warehouse, increasing the capacity 15,000 bus. in the seed department, 20,000 bus. bulk storage in eltr. and 75,000 bus. warehouse storage. It has increased its manufacturing facilities to 750 bus. meal, 1,500 bags chopped feed, 3,500 bus. clipped oats and 3,000 bus. re-cleaned grain per 10 hours.

TEXAS LETTER.

Valley View, Tex.—The Valley View Mill & Eltr. Co. is being organized here to erect a flour mill and eltr.

The Arbitration Committee of the Texas Grain Dealers Assn. held a meeting in Dallas, Apr. 15. The following members of the committee were present: W. O. Brackett, W. W. Andrews, C. L. Moss and Secy. H. B. Dorsey. The following dealers had cases before this committee: C. C. Graves, Royse, Tex.; M. M. Early, Waco; Mr. Davis, of Garland, and Mr. Kolp, of Ft. Worth. The Com-

mittee was in session all day and disposed of the cases on hand.

Now that rice planting season is on in Texas and Louisiana it is very evident that the acreage of this cereal will be reduced, in Louisiana especially. The fact that the growers did not get a profitable price for the grain that was grown last season will cause many of them to abandon the growing of rice and turn to cotton and sugar cane. Some estimates received from the rice section indicate that in Louisiana the reduction will amount to above thirty per cent. In Texas the reduction will not be so great as in Louisiana on account of the fact that new land is being opened.—J. S. W.

UTAH.

Salt Lake, Utah.—The Hay & Grain Dealers Assn., at its semi-annual meeting, Apr. 10, elected the following officers: Thomas D. Pitt, pres.; Robert M. Holt, first vice-pres.; Delbert B. Hughes, of Ogden, second vice-pres.; B. R. Becker, of Mt. Pleasant, third vice-pres.; C. L. Miller, treas.; Daniel H. Nalder, secy.; R. E. Miller, A. H. Vogeler and J. J. Hubbard, executive board.

WASHINGTON.

Wilbur, Wash.—H. M. Hanson, grain dealer, has filed a petition in bankruptcy.

Connell, Wash.—Kerr, Gifford & Co. will build warehouses at Connell and Eltopia.

Cheney, Wash.—The warehouse and flour mill of J. E. Burbank & Co. burned Apr. 11. Loss, \$6,000; insurance, \$2,500.

Arlington, Wash.—The Arlington Commission Co. is building a plant and will deal in grain, hay, flour and feed.

WASHINGTON LETTER.

Palouse.—Smith & Risley have begun work on their new 4-story flour mill in this city. Storage for 16,000 bus. will be provided. The plant will be run by electric power.

Walla Walla.—The state penitentiary here is turning out jute sacks at the rate of nearly 6,000 per day, and has on hand about 20,000 of the finished product. It is expected the jute mills will be run up to the end of harvest. Orders are coming in so rapidly that it will be difficult to fill them, the number exceeding by 80 per cent those of last year. The output of the penitentiary will scarcely supply the country.

Spokane.—The Washington Grain & Milling Co., whose main office and warehouse is in this city, and a milling plant at Reardan, Wash., has bought a controlling interest in the 400-brl. Creston Flouring Mills, for which the company paid \$35,000. The mill was built only two years ago, and will require but little improvement to put the plant in first class condition. The company was unable to fill its orders with the output of the Reardan mill.—M. C.

WISCONSIN.

Bloomer, Wis.—Ole Christianson will build an eltr.

Valders, Wis.—Louis C. Strauss is buying for the Northern Grain Co. and the Manitowoc Malting Co.

Portage, Wis.—The eltr. of the Northern Grain Co. burned Apr. 18, with about 5,000 bus. of grain. Loss about \$12,000.

Milwaukee, Wis.—Froedert Bros. Grain & Malting Co. will build a 40x90x75 ft. storage eltr. to cost about \$20,000.

Superior, Wis.—The buyer refused 41,000 bus. of No. 1 northern loaded into the Steamer Sultana recently. The Minnesota inspection was accepted on the remainder of the 190,000-bu. cargo.

Kaukauna, Wis.—Rice, a new crop in this locality, will be sown by P. C. Mischler, in Dundas. The outcome of the experiment will be watched with interest. Rice has been grown successfully as far north as Illinois.

Milwaukee, Wis.—The gratuity fund of the Chamber of Commerce amounts to \$125,975. The income from this is \$5,910, which entitles the heirs of deceased members to \$585. The dividends paid since the fund was established amount to \$121,751. The balance to the credit of the Exchange at the end of the fiscal year was \$8,717, compared with \$7,057 at the same time in 1904, as reported by Secy. W. J. Langson.

Superior, Wis.—Minor changes in the grain inspection law will be asked by the Board of Trade. Fearing that interests hostile to grain inspection will attempt to get control of the Board the officers and the element now in control has sent the following letter to members: At a recent meeting of the directors our attention was called to the fact that efforts were being made to buy up the memberships of our most loyal citizens and supporters, and the directors decided to address you and suggest that it is important that the memberships remain in the hands of the present holders who are loyal to the city's interests. In addition, we beg to suggest that we hope and believe that the memberships will soon be much more valuable. It is to be hoped that such members as insist upon selling will give the directors an opportunity to place them where they will be in the hands of holders who are friendly to the city's interests.

We are advised by Secy. Potter, of the Wisconsin Grain Dealers Assn., that the reciprocal car service bill, No. A79, has passed the assembly in the form of a substitute measure. The main and important features of the bill remain intact, however, and all shippers thruout Wisconsin will be greatly benefited if the measure is made a law. No doubt there will be strong opposition in the senate, but the bill is drawn up with such fairness there is good reason to believe it will pass that body. If it goes thru even in its present form it will become obligatory on the part of railroads to furnish cars promptly, transport them with despatch and give better service all round, else they are required to pay the shipper a delayage charge, fairly making the present car service rulings reciprocal. This will mean a long step toward the advancement of the interests of grain shippers. The Assn., which prepared and worked this measure to its present issue, is surely worthy of and should receive hearty support.

MILWAUKEE LETTER.

Robert Pringle, of Pringle, Fitch & Rankin, and Roderick W. Kinnon, of Logan & Bryan, both Chicago firms, have been elected members of the Ch. of Com.

Geo. H. D. Johnson, 1st V. P. of the Ch. of Com., who has been seeking recreation in Cuba, returns with glowing accounts of the prosperity of that island under the new regime.

The administration rate bill, having passed the Assembly with only 10 dissenting votes, has met with stormy weather in the Senate, whence it will probably emerge in a very damaged condition, if at all. Verily, it is easier for a wooden sailing vessel to pass down the Straits of

Mackinaw in February than for a genuine reform measure to get through Wisconsin's Senate.

The Chicago & Northwestern R'y is said to have secured the greater part of a right-of-way for a new freight line between Milw. & Chi., which will run at some distance inland from its present tracks.

There is good evidence here, based on "inside" information, that the granting of rebates to large manufacturing concerns has practically ceased. Even the most innocuous of "courtesies" are hard for the ex-favored ones to obtain.

The steamer Brazil, which was bot by the new Wis. Transp. Co., left here on the 14th. It will be used for a time exclusively in the carrying trade of the Cargills between Green Bay and Buffalo, taking grain down and coal back. W. W. Cargill is said to be a heavy stockholder in the new company.

There has been practically no change in the make-up of the Ch. of Com. committees for the fiscal year recently begun. This is disappointing in some respects, as it indicates adherence to the time-worn policies of the exchange, which are in need of certain amendments, but at any rate there will be no retrogression from the standard thus far maintained.

Considerable interest is manifested in certain circles here over the renewal of the Superior grain inspection fight, owing to the allegation that the railroads and elevator interests concerned have changed their tactics and are now trying to obtain control of the Board of Trade in that city. Anti-railroad feeling is so strong among some of the members that the mere mention of a possible conspiracy on their part in any quarter is like setting a spark to tinder.

Reports continue to be received here from all parts of the N. W. to the effect that a large increase in the acreage of durum wheat may be looked for. This fact does not fill Milwaukee receivers with much elation, for the local market will not take much of that variety of wheat. However, the moderate offerings of the present season have been disposed of with no difficulty, and it is possible that the shipping demand next fall will be sufficient to take care of a fair volume of receipts.

The months intervening since the holidays have been about the worst ever experienced by Milwaukee grain dealers, and there seems to be little prospect of any change for the better before another crop begins to move. It may be said, however, that this extreme dullness is due not only to the unfavorable conditions prevailing everywhere in the country, but also to unprogressive, lackadaisical methods of doing business. There is an excellent opening in Milwaukee for several good firms that combine track-bidding with Eastern shipment, and the old-established commission houses stand ready to give country dealers honest, efficient service. With the infusion of a little new blood the market might regain something of its former prestige. Those already in the field mean well, but they don't seem to realize that times are changing.

The work of deepening and widening the river channels, so as to permit the passage of steamers of the heaviest draught, will begin May 1st, and construction of two turning basins is expected to commence ere long. When this work has been completed Milwaukee's shipping facilities will undoubtedly be the

finest on the lakes, so far as the harbor and waterways themselves are concerned. It will then remain for the business houses interested to do their part in furthering the city's trade.

The present summer will probably witness the starting of at least one more car-ferry line and possibly several, as Eastern traffic officials have been here in force looking over the ground.

The cash wheat market hardly exists at present. Most of the millers have stopped buying and there is very little inquiry from any quarter. Barley continues in fair demand and more of the choicer qualities than are now arriving could be placed to advantage. Oats suitable for the local feed trade command good prices; rye is dull but sells relatively well, and corn lags. Seeds are neglected.

Railroad auditing officials complain of the officiousness of the present State R. R. Com'r. It appears from what they say that he is making a very thorough examination of their books and will not accept any records that are not complete. No doubt it does make a great deal of work for the auditors and their clerks, but the investigation has already been productive of great good, and it ought to give officials in other states a "hunch." For the first time in many years Wis. has a R. R. Com'r. who does something more than draw his salary.

Worked a New Game.

As recited in our Kentucky news column, April 10th number, the sharper who sold and attempted to collect for another man's oats was arrested when in the act of receiving the money. The name which the man gave when arrested was John D. Dane.

It seems that he went to the Supt. of the Adams Express Co.'s barns in Louisville, representing himself as a country grain dealer having a carload of oats on track which he desired to dispose of. He quoted a price several cents below the market, which interested the Superintendent, and a sample of the oats was asked for.

Dane then went to the office of Oscar Farmer & Sons, representing himself as a buyer for the Adams Express Co. He complained that the oats they had been receiving were not satisfactory and asked for a price on 1,000 bushels No. 2 Mixed delivered. Dane was furnished with a sample of the oats which he thought well of, and promised to report the same day if the price and quality proved satisfactory. Early in the afternoon he called up Farmer & Sons and stated that the superintendent had not returned to the office, hence he could not decide on the oats until later in the day.

Late the same day he again called on Farmer & Sons, said that the superintendent liked the oats and would take 7,000 bushels, but that they must be delivered to the barns of the Express Co. between the hours of 7 a. m. and 10:30. This proved agreeable and, accordingly, the oats were delivered the following morning, the consignment being accompanied by the junior Mr. Farmer, to make sure that everything was satisfactory. Dane showed him about the stable and told him all about his 30 years connection with the company.

An hour later Mr. Farmer called to see the superintendent for the purpose of learning if everything was satisfactory to him and found Dane in the act of collecting for the oats. He stopped the payment and had Dane arrested for obtain-

ing goods under false pretenses. He was taken before the Grand Jury and indicted. A few days before the time for his trial Dane wrote to the judge requesting that he be permitted to plead guilty and accept one year in the penitentiary. The parties agreed to this and he is now serving at Frankfort.

He had sold the oats to the Adams Express Co. at 3 1/4 under the market.

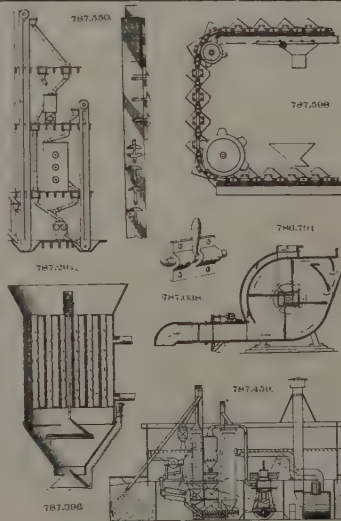
It seems that Mr. Dane had been traveling under the alias of John Stewart. The Louisville police department reports



John D. Dane, Louisville, who tried to deal in grain.

his age to be 59, height 5 ft. 10 1/2 in., weight 141, hair gray, complexion florid, eyes violet. On looking up his record it has been discovered that he served a year in the Wisconsin reformatory, having been sent up from Milwaukee in August, '99.

The game is quite a new one and serves to emphasize the necessity of dealers being on their guard continually.



Patents Granted

Exhaust Muffler. No. 787,860. Nathan W. H. Sharpe, London, Eng.

Internal Combustion Engine. No. 787,709. Carl W. Weiss, New York, N. Y.

Internal Combustion Engine. No. 787,487. Arnold Willmer, Linden, near Hanover, Germany.

Sparkign Igniting Device for Hydrocarbon Engines. No. 787,212. Jas. W. Packard, Warren, O., assignor to Packard Motor Car Co., Warren.

Governing Device for Explosive Engines. No. 787,417. Emil Westman, Minneapolis, Minn., assignor to the Enterprise Machine Co., Minneapolis.

Grain Heater. No. 787,396. (See cut.) Peter Provost, Menominee, Mich. A cylindrical casing having an inlet hopper and an outlet funnel contains diaphragms connected by grain tubes under which is a conical regulator.

Corn Crib. No. 787,550. (See cut.) Arthur J. Andrews, Melbourne, Ia. The boards on the walls of the crib are held to the studding by T-shaped fasteners screwed in between the boards. By turning the fasteners 1/4 way round the boards are removable.

Door Fastening Device for Grain Doors. No. 787,038. (See cut.) John J. Hahn, Kansas City, Mo. The bolt supporting plate has a longitudinal socket in which the bolt has a sliding rotary movement controlled by the cam thru which the handle extends.

Grain Spout. No. 787,291. (See cut.) Albert W. Hamler, Lyons, Mich. The spouting, readymade, is designed to suit different installations. One part of the spouting is rotative to attach to the elevator head, another swings to make the diagonals, a third penetrates the floor and a fourth receives branches.

Apparatus for the Conveyance of Grain to or from Ships. No. 787,459. (See cut.) Willy Meyer, Hameln, Germany. On a float are mounted pneumatic elevators, hopper scales, cleaning machines, driers, coolers and conveyors, as well as storage bins. An essential part of the invention is 2 concentric tubes, which are perforated, and thru which the grain passes.

Conveyor. No. 787,598. (See cut.) Alfred J. Webster, Columbus, O., assignor to Joseph A. Jeffrey, Columbus. Rigidly connected to chains at each side of the conveyor are an endless series of buckets having a closed side projecting upward at a forward inclination, and an open receiving side projecting upward and backward. The material begins to escape from the bucket immediately upon its passing the upward wheel of the conveyor.

Pneumatic Conveyor. No. 786,791. (See cut.) Jas. M. Akers, Gays, Ill. The grain is fed into a casing containing a rotary fan and is discharged thru a spout. Spaced from the top and rear of the casing is a partition plate to separate dust which is discharged thru a dust spout. To the cylindrical grain discharge spout is connected an oscillatory extension spout with a disk having a series of teeth driven by a pinion on a shaft.

New Minnesota Bucket-Shop-Law.

The Minnesota legislature has passed the anti bucket-shop bill introduced by Gustave Erickson. The bill was signed by Governor Johnson Apr. 11. While the Minneapolis Chamber of Commerce made no effort to promote this legislation its members are highly gratified that the measure has become a law. The provision requiring the name of seller or buyer to be given by the broker will make it impossible for the bucket-shop to give its trades the semblance of legitimacy. The provisions of the law will not conflict with the transactions of the Chamber of Commerce, as unfortunately does the bucket-shop law of Illinois apply to Board of Trade transactions. The law follows:

Section 1. A bucket-shop, within the meaning of this act, is defined to be an office, store or other place wherein the proprietor or keeper thereof, either in his or its own behalf, or as the agent or correspondent of any other person, corporation, association or co-partnership within or without the state, conducts the business of making, or offering to make, contracts, agreements, trades or transactions respecting the purchase or sale, or purchase and sale, of any stocks, grain, provisions, or other commodity, or personal property, wherein both parties thereto, or said proprietor or keeper, contemplates or intends that such contracts, agreements, trades or transactions, shall be, or may be, closed, adjusted or settled, according to or upon the basis of the public market quotations, of prices made on any Board of Trade or Exchange, upon which the commodities or securities referred to in said contracts, agreements, trades or transactions are dealt in, and without a bona fide transaction on such Board of Trade or Exchange; or wherein both parties, or such keeper or proprietor, shall contemplate or intend that such contracts, agreements, trades or transactions shall be, or may be, deemed closed or terminated when the public market quotation of prices made on such Board of Trade or Exchange, for the articles or securities named in said contracts, agreements, trades or transactions, shall reach a certain figure; and also any office, store, or other place, where the keeper or proprietor thereof, either in his or its behalf, or as agent, as aforesaid, therein makes or offers to make, with others, contracts, trades or transactions for the purchase or sale of any such commodity, wherein the parties thereto do not contemplate the actual or bona fide receipt or delivery of such property, but do contemplate a settlement thereof based upon differences in the prices at which said property is, or is claimed to be bought and sold. The said crime shall be complete against any proprietor or keeper thus offering to make any such contracts, trades or transactions, whether such offer is accepted or not. It is the intention of this act to prevent, punish and prohibit, within this state, the business now engaged in and conducted in places commonly known and designated as "bucket shops," by persons, corporations, associations or co-partnerships, who or which ostensibly carry on the business or occupation of commission merchants or brokers in grain, provisions, petroleum, or stocks and bonds.

Sec. 2. It shall be unlawful for any corporation, association, co-partnership or person to keep, or cause to be kept, within this state, any bucket-shop; and any corporation or person, whether acting individually, or as a member, or as an officer, agent or employee of any corporation, association or co-partnership, who shall keep, or assist in the keeping of any bucket-shop within this state, shall, upon conviction thereof, be fined in a sum not less than \$500 and not more than \$2,000 and be imprisoned in the county jail until such fine is paid, not exceeding one year; and any person or persons who shall be guilty of a second offense under this statute, in addition to the penalty above prescribed, shall, upon conviction, be imprisoned in the county jail for a period of not less than thirty days, and not more than ninety days, and if a corporation, shall be liable to forfeiture of its charter; and the continuance of such establishment after the first offense, shall be deemed a second offense.

Sec. 3. Any corporation, association, co-

partnership or person who shall communicate, receive, exhibit or display, in any manner, any statements or quotations of the prices of any property mentioned in section one (1) hereof, with a view to any transaction in this act prohibited, shall be deemed an accessory, and upon conviction thereof, shall be fined and punished the same as the principal, and as provided in section two (2) of this act.

Sec. 4. It shall be the duty of every commission merchant, co-partnership, association, corporation or broker, doing business as such to furnish, to every customer or principal for whom such commission merchant, broker, co-partnership, corporation or association has executed any order, for the actual purchase or sale of any of the commodities hereinbefore mentioned, either for immediate or future delivery, a written statement containing the names of the parties from whom such property was bought, or to whom it shall have been sold, as the case may be, the time when, the place where, and the price at which the same was either bought or sold; and in case such commission merchant, broker, co-partnership, corporation or association fails to properly furnish such statement, the fact of such failure shall be prima facie evidence that such property was not sold or bought in a legitimate manner.

Sec. 5. This act shall take effect and be in force from and after its passage.

To Make a Gas Engine Noiseless.

A simple device to make a gas engine noiseless is described as follows by an English journal:

A pipe split for a distance of about 80 inches is attached to the end of the exhaust, with the split end upward. Beginning at the lower end of the cut, which may best be made by a saw, dividing the pipe into two halves, the slotted opening is widened out toward the top until it has a width equal to the diameter of the pipe.



Gas Engine Muffler.

The puff of the exhaust spreads out like a fan, and the discharge into the open air takes place gradually. The effect produced is said to be remarkable, but it depends somewhat on the flare of the tube.

The engraving herewith, for which we are indebted to Popular Mechanics, shows a new style of muffler that has been tested and found absolutely noiseless. The end of the exhaust pipe is fitted with 24 opposed disks. Small holes are bored thru the exhaust pipe at 12 regular intervals to admit the exhaust gases between the opposed disks, from which they escape in a thin stream at the outer edge. The total outlet at the point of escapement is so many times larger than the diameter of the exhaust pipe that there is hardly any back pressure.

Pellagra, a disease common in Europe, is often caused by eating corn or rye which has decayed while growing. Rye and corn while on the stalk or ear are subject to decay while growing, especially in continental Europe; and sometimes the grain over considerable areas is affected. In Austria-Hungary whole villages have been afflicted by the pellagra. The skin of the victim becomes very foul, scaly and dry. One of the symptoms is gangrene.

Durable Wire Rope Co.

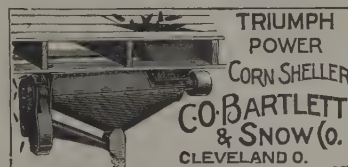
Grain Shovel Ropes

Car Haul Ropes

JUPITER TRANSMISSION ROPES

171 Lake Street

CHICAGO



The Morris Drier

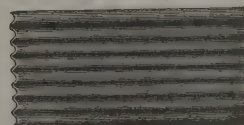
is not the most expensive to install or operate but it does satisfactory work
WRITE FOR PARTICULARS

ADDRESS

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MILWAUKEE, - WISCONSIN

We Are Large Manufacturers of Steel Roofing, Corrugated Iron, Etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., Chicago, Ill.

Grain Purifying

When properly done is the most profitable work in the elevator, and costs very little.

Must, Smut and Mold Odors, Water and Climatic Stains Removed, leaving grain clean in appearance and with natural aroma.

Every elevator is interested in this work, and you should write us by next mail for description and grain samples of work. Address

Caldwell & Barr

EARL PARK, INDIANA

Grain Carriers

Double-tracking of the Santa Fe thru Illinois has begun.

The vessel rate is about 1½ cents on corn from Chicago to Buffalo.

Alabama's railroad commission, which is revising rates, has adjourned until May 3.

It is said the Frisco System will purchase the Tennessee Central and thus enter Nashville, Tenn.

Since Apr. 10 the Canadian Pacific has been accepting freight for points east via Fort William lake and rail.

The new Chicago belt line known as the Illinois, Iowa & Minnesota, is to be in operation between Joliet and Moline by Aug. 1.

The Creasy bill, which is backed by the state grange of Pennsylvania, provides that any street railway company may carry freight.

Surveys are being made by the Chicago & Northwestern between Rockford and Dixon for a thru line from Milwaukee, Wis., to Peoria, Ill.

The reasonableness of the 3½ cent grain rate from Vicksburg, Miss., to points east on the Alabama & Vicksburg Railroad is now before the state supreme court.

The Supreme Court of the United States on Apr. 10 upheld the Lake Shore road in its refusal to furnish certain statistics to the Interstate Commerce Commission.

All of the boats that cleared from the head of the lakes for lower lake ports, about 20 in number, were stalled at the Detour, above the Soo Canal, unable to get thru the ice.

Stockholders of the Grand Trunk Pacific at a meeting in London, Apr. 13, decided to begin the construction of the Lake Superior branch in June and the prairie branch in July.

A large number of vessels left Buffalo Apr. 15 on the first trip of the season and encountered heavy ice. The wind shifted and 12 boats became fast in the ice 7 miles from the harbor entrance.

Traffic officials of eastern and western lines held a conference at Chicago Apr. 18 to settle a dispute over the division of the thru grain rates. No settlement was effected. The agreement will expire June 15.

The 11 whaleback barges bot by Benjamin Boutell of Bay City of the Pittsburgh Steamship Co. have left Erie for Chicago, where they will be loaded with grain and sent down thru the St. Lawrence to the ocean.

The Oklahoma railroads have announced that they will obey the Non-singer demurrage law. They will demand of farmers a deposit when a car is ordered to insure the grain being ready when the car is placed for loading.

Railroads west of Chicago are said to have formed an alliance to resist the encroachments of the gulf roads. An endeavor will be made to reduce the 4½ cents differential which the gulf roads are enjoying.

A Belgian court has recently decided that American thru Bs-L are not Bs-L. The European courts appear to hold that railway agents have no authority to bind a steamship company even when quoting a thru rate.

Discrimination in grain rates from points in Kentucky to Atlanta, Ga., is alleged by the Kentucky Railroad Commission in a petition filed with the Interstate Commerce Commission, Apr. 13, requesting an investigation.

Extensions are contemplated by the Great Northern. Twenty miles is to be added to the Thief River Falls division; 22 miles to the Lakota-Elmore, N. D., extension, and perhaps 80 miles between O'Neill and Thedford, Neb.

The first boat to leave Superior, Wis., at the opening of navigation was the steamer Hutchinson with a cargo of flaxseed Apr. 8. On Apr. 14 the steamer Reed took out of Duluth a record-breaking cargo of 446,000 bus. of oats.

An international railway congress will be held at Washington, D. C., for 10 days, beginning May 4. The convention will be attended by nearly 1,000 delegates from all parts of the world. In connection railway supplies will be exhibited.

Increased current in the Chicago River because of the drainage canal does not make the Canal Commissioners liable, says the U. S. Court of Appeals, in refusing the Corrigan Transit Co. a claim for \$1,081 damages to the grain barge Algeria.

Title to the entire right of way of the Dalles Celilo Canal was acquired by the government Apr. 7. The canal will take boats around an obstruction in the Columbia River and facilitate the marketing of the crops of parts of Idaho, Washington and Oregon.

Admitting the discrimination complained of by the Hall & Woods Co., grain dealers of Lima, O., the Lake Erie & Western road has filed an answer with the state railroad and warehouse commissioner pleading that the lower rate from Delphos to Lima than from intervening points is forced by competition.

The first boat to pass thru the Straits of Mackinaw from Lake Michigan to Lake Huron was the steamer C. N. Andrews on the afternoon of Apr. 18. Twenty boats followed thru the broken ice. The westbound boats then passed thru, the first one to arrive in port being the Utica at Milwaukee early Apr. 20.

Switching charges in St. Louis on carload freight from the east have been absorbed by the Chicago & Eastern Illinois. Bridge tolls continue. The Illinois Central and the Alton on Apr. 13 announced that they also would absorb switching charges on the St. Louis side of the river; and the Burlington is expected to follow.

After their boats had been fast in the ice of the St. Mary's River for a week vesselmen chartered the ice crusher Algoma to cut a passage up the river to Whitefish Bay. On the night of Apr. 19 a passage was forced, releasing 50 boats that had been waiting at the Soo Canal, some of them for 10 days. The damage to the boats in the ice is estimated at \$500,000.

Too much importance should not be attached to the differential freight rate hearing being conducted by the Interstate Commerce Commission. The Commission has little power at best, and the present proceeding is an arbitration in which the commissioners have consented

to act unofficially. At the same time Philadelphia and Baltimore probably will be satisfied to have the railroads adopt whatever differential is decided by the Commission to be fair.

The Wisconsin Transportation Co. has been incorporated with \$100,000 capital stock and W. W. Cargill, the grain dealer of La Crosse, as a heavy stockholder. The new company has purchased the steel steamer Brazil, valued at \$110,000, with an A1 rating, and will run it in the grain trade from Green Bay, Wis., to Buffalo, N. Y., taking coal on the return trips. Next year a similar boat will be added to the line. W. B. Gueinzus, of Green Bay, manager of the Cargill grain business, is vice-pres. of the company; Peter Reiss of Sheboygan, pres., and J. H. Reiss, of Sheboygan, secy. and treas.

Hearings are still being held by the senate committee on interstate commerce. Vanderbilt, Gould, Harriman and a score of lesser lights in the railway world have been requested by the committee to appear. Senators whose only knowledge of railway faults has been imbibed while riding on a pass in a private car may be pardoned for prolonging interminably their probe into a question on which they are so densely ignorant. Country grain shippers at non-competitive points have learned more in one day about poor car service and rank discrimination than a senator will know in a year.

Decision in Cannon Falls Rate Case.

The Interstate Commerce Commission on Apr. 6 gave a decision reciting the disadvantages under which the grain shipper at Cannon Falls, Minn., works, compared with the Minneapolis dealers; and affirming the complaint of the Cannon Falls Farmers Elevator Co. that the rates on coarse grains from Cannon Falls to Louisville and East St. Louis, are wrongfully higher than the wheat rate to the same points.

Since it makes no positive order the decision is satisfactory neither to the grain shipper nor the railroads.

The Commission says: With competition for carriage of grain to and via Duluth and other northern lake ports, rates of 10 cents on wheat and 7½ cents on other grain from Minneapolis to Chicago are as high as can be obtained by all-rail lines between these points, and competition by lines other than the defendants' from Minneapolis to East St. Louis has fixed a rate by all lines at 10 cents per 100 pounds, and this also controls the rate to Louisville. Rates from Cannon Falls, a point in Minnesota 48 miles from Minneapolis, to Chicago, East St. Louis and Louisville, are also competitive rates, and in its competition with Minneapolis, Cannon Falls is entitled to as low rates to common points as the difference in conditions will permit.

Under present rate conditions the Cannon Falls shipper is subjected to disadvantages as follows:

First—The competition of rates on rye and other coarse grains from Cannon Falls to Minneapolis and Minneapolis to Chicago is one-half cent less than the straight rate of 15 cents from Cannon Falls to Chicago, and this is without justification.

Second—The favorable location of Cannon Falls with reference to Minneapolis and Duluth, and the competitive advantage to which the Cannon Falls dealer is

entitled by reason of the route via Duluth, are neutralized to an extent by manipulation of billing at Minneapolis, whereby Cannon Falls grain sold in Minneapolis can be reconsigned to Duluth under substituted billing and the balance of a thru rate resulting in a less total charge, which may amount to 2 cents or more from Cannon Falls to Duluth, than the charge on a thru shipment from Cannon Falls to Duluth.

Beardless Macaroni Wheat

The value of Durum or Macaroni wheat to farmers in the arid and semi-arid western states is being rapidly demonstrated. Last year when rust injured



Types of Beardless Macaroni Wheat.

so much wheat the Macaroni wheat made bright, plump, hard heavy grains. Rust resistance is not the only good characteristic of Macaroni or Durum wheat.

The thing best appreciated in semi-arid districts is that it will make a crop with less water than other varieties. It will sometimes produce a fair amount of grain when the rain is so scanty that ordinary wheats will just get above ground. It will produce a better crop on poorer land than other wheats, and if given the same chance as other good wheats, will greatly outyield them. It does not shell easily in a dry climate. The coarse chaff holds the grain so tight and snug that very little grain shells out in harvesting and handling before threshing.

It would not be reasonable to expect that a wheat plant with so many good points should be without disadvantage. One of the lesser ones is because Durum wheat makes fewer stalks or stems than ordinary wheat, and consequently about one-fifth more seed has to be used than usual. The other disadvantage is they have big, bushy, long, coarse, stiff beards or awns. For real nasty, scratchy, crawly fuzziness it will beat all kinds of bearded barley or rye hollow.

Besides being very disagreeable to handle another disadvantage is that these beards make the straw useless for stock to eat. It will work into the jaws of cattle and cause sores and sometimes death.

At the Colorado experiment station

when Macaroni wheat was first tried with great success, it was seen what an advantage it would be if the beards could be gotten rid of by breeding. Three years ago experiments were begun by making a great number of crosses between some of the best Durum wheats and standard varieties of beardless wheats. As the Emmers, sometimes called speltz, but belonging to the wheat family, also possess some of the good points of Durum wheats, these were also used.

In three generations many plants possessing all the characters of perfect Durum wheats, but without the beards, have been produced. The illustration reproduced herewith shows some of the best heads. Infusing some of the blood of the Durums and Emmers into the standard varieties, has also succeeded much better than expected.

Last season over 30,000 individual plants of hybrids alone were planted separately, grown, examined, and if found desirable selected for planting next season. Out of this great number a very small percentage were taken for future work. The work in detail is very much increased because each plant must be kept separate, type, form and character recorded, and grown until it will reproduce itself absolutely without variation for one or more seasons, if that is at all possible. After the third or fourth generation this can usually be determined. If such fixed types are then found desirable, they are rapidly increased, when they are ready for distribution.—A. H. Danielson in Farm & Home.

New Russian Government Inspection.

To check the excessive adulteration of grain which for years has disgraced the Russian export trade the government has adopted the system of sampling practiced for a year past by the bourse committee of Nicolaieff.

The mixing of dirt to increase the weight of grain exported became so flagrant an abuse that the Nicolaieff bourse committee a few years ago undertook the sampling of all grain shipped; and cargoes containing an excessive admixture were advertised in the local press and foreign markets were advised by telegraph to beware. A year ago the committee went further, by beginning its present method of issuing certificates stating the exact weight of grain shipped, the percentage of grain and the percentage of foreign matter. Where certificates were given the bourse sampled and weighed and supervised the loading. A demand sprang up for the certificates from shippers who wished to protect themselves from claims by the buyers and from those of the latter who wished to be protected against fraud.

The system takes no account of the grading or quality of the grain being directed only at the fraudulent admixture of foreign matter.

M. M. Feodoroff, director of the commercial department of the Ministry of Finance, at a recent congress of representatives of the different bourses, at St. Petersburg, announced that the Nicolaieff system had received imperial sanction, and similar certificates would be issued on grain at all ports, by the bourse committees where they exist or by the customs authorities elsewhere. A small tax will be imposed on all exports to pay the expense. The date when the new system is to become effective has not been fixed.

SUCCESS

You know you should not make a Success in the Grain business if you had not spent years studying it and yet you attempt to trade in the options and in Stocks without knowing ALL about it.

We give up all of our time to studying the markets and market conditions. You ought to know us and our methods.

Our book Success will explain our ideas. It will cost you only the time in which to read it. Send for it today.

Market Chart Co.,

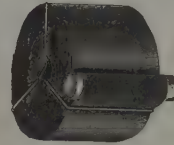
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Est. 1900.

Inc. 1902.

"Hontas" Rubber Belting



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FULLY WARRANTED
HIGHEST GRADE

The Whitman & Barnes Mfg. Co.

Rubber Works, Akron, Ohio
Stores and Warehouses

Chicago
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Rubber Belting

FOR GRAIN
ELEVATORS

Send for samples Low prices

Full line elevator
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W. D. Allen Mfg. Co.

151 Lake St., CHICAGO

If you have not our catalog ask for one



Belting
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ANYTHING - EVERYTHING
ELEVATOR SUPPLIES

Tell us what you need and we will quote
you prices that are right

Ft. Dearborn Belting & Supply Co.

161 E. Lake St., CHICAGO, ILL.

Entertainment at Niagara Falls Meeting.

The local committee on entertainment has already commenced its work and has planned a reception and luncheon for the ladies at the National Food Conservatory, the home of the shredded wheat, Friday June 2nd, 2 p. m.

That evening an informal reception and ball will be given at the Cataract International Hotel.

Saturday afternoon the ladies will be taken in automobiles to inspect Goat Island.

At 4 p. m., the gentlemen in attendance will be given opportunity to inspect the National Food Conservatory.

No doubt many excursion parties will be formed to take trips down the gorge on both the American and the Canadian sides of the river. The trip can be arranged so that the visitors can go down one side of the river and come back the other, crossing over on the Ferry at Queenston.

In addition to the Horse Shoe and the American Falls, the Cave of the Winds, the ride on the Maid of the Mist, the power stations of the electric companies, the parks on both sides of the river, the Gorge, the Whirlpool, the Rapids above and below the Falls, the Brock Monument and The Heights there are many other attractive points of interest both to the sight-seer and the student of history, and no doubt these extra attractions will lend additional interest for the meeting to every grain dealer of the country.

Imports and Exports of Beans and Peas.

Imports of beans and peas for the 8 months prior to Mar. 1 amounted to 374,540 bus.; compared with 707,419 bus. for the same months of the preceding season.

Exports of beans and peas for the 8 months were 225,871 bus.; compared with 195,151 bus. for the corresponding period of the preceding season.

Exports of foreign beans and peas dur-

ing the 8 months were 67,961 bus.; compared with 97,928 bus. for the corresponding period of 1903-4, as reported by O. P. Austin, chief of the bureau of statistics.

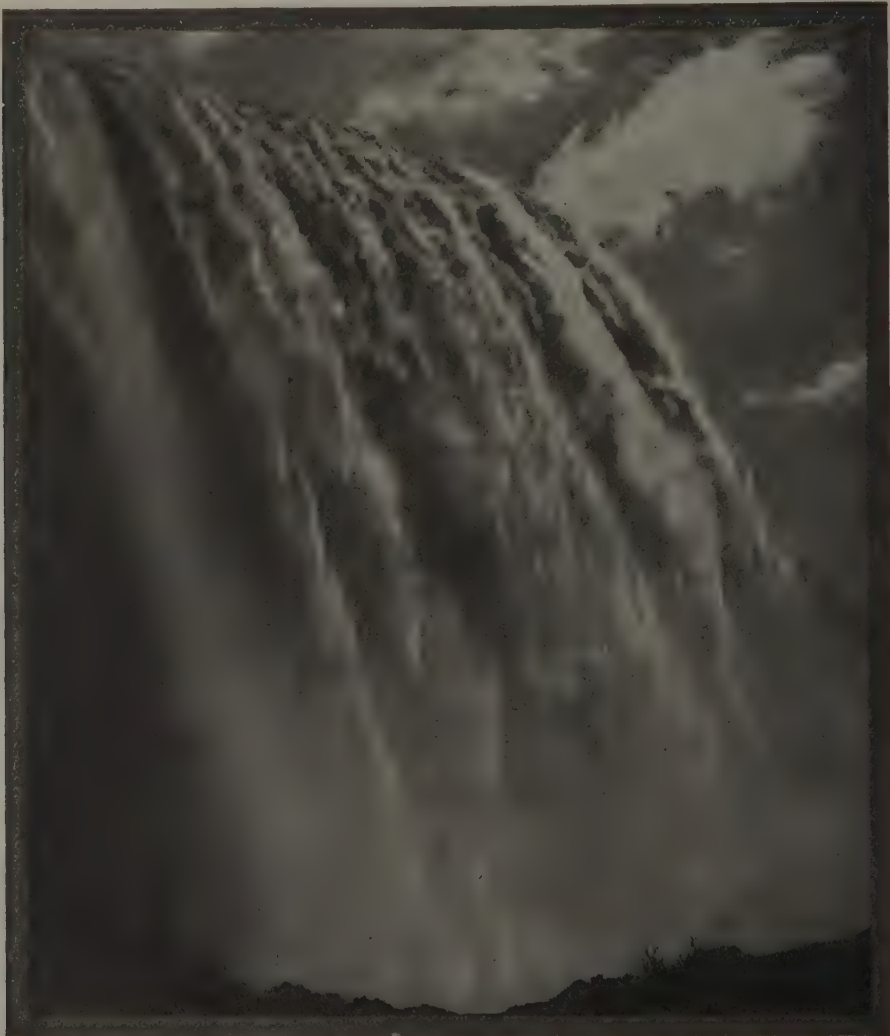
Rates for Niagara Falls Meeting.

All passenger associations have so far agreed to a fare-and-a-third for the round trip on the certificate plan to the Annual Meeting of the Grain Dealers Nat'l Assn at Niagara Falls June 2-3, a certificate being issued for each ticket to the delegate obtaining passage on that ticket.

Tickets going may be purchased May 30 to June 2 inclusive and are good returning up to and including June 7. A fee of 25c will be charged for certifying tickets at the convention.

All regular grain dealers whether members of the Grain Dealers Nat'l Assn or not will be able to avail themselves of this rate.

Niagara Falls.



The Annual Meeting of the Grain Dealers National Assn. will be held at Niagara Falls June 2-3.

Supply Trade

China has just begun granting patents for inventions.

Fairbanks, Morse & Co. will build large shops at Montreal, Can., for the manufacture of gas engines.

F. E. Pfannmueller & Co., of Chicago, Ill., will remove May 1 from the Rookery bldg. to the 10th floor of the First National Bank bldg.

The Macdonald Engineering Co., of Chicago, Ill., will remove May 1 from its present quarters on the 14th floor of the Monadnock bldg., to suite 549-553, same building.

There is no really good article that cannot be adequately advertised in good old-fashioned Anglo-Saxon King's English. Straight talk is convincing. Words that ring true have an insistent and far-reaching voice.—Profitable Advertising.

The Jeffrey Mfg. Co., of Columbus, O., has issued a complete catalog No. 72A of elevating, conveying and power transmission machinery. The countless illustrations in this 372-page book are reproduced from photographs of Jeffrey machinery in actual use. Readers of the Grain Dealers Journal who are interested in elevating and conveying machinery will be sent a copy of the catalog on application to the company.

Wm. E. Smith, sales agent of the Richardson Scale Co., New York, reports business booming. Late sales of the Richardson Automatic Scale include 4 additional scales to the Pabst Brewing Co., Milwaukee, to replace 4 of other makes; 4 more to the J. Rosenbaum Grain Co., Chicago; Liberty Mills, Nashville, Tenn.; Capital Grain Co., Nashville, Tenn.; Zorn Grain Co., Le Roy, Ill.; 2 to Witherspoon & Barr Co., Princeton, Ind.; Young & Brandt, Peotone, Ill.; David Stott, Detroit, Mich., and many others.

The American Cereal Co. has given the Hess Warming & Ventilating Co. a contract for an equipment of 10 Hess Oat Driers for use in making oatmeal in its new plant which is being rebuilt at Cedar Rapids. The driers will occupy a 4-story building 50 ft. square, and will have a capacity largely in excess of any other drying plant in existence, on this work. The Hess Oat Driers for oatmeal mills have been in use four years in a number of mills throughout the country, and the adaptability of the Hess system to this work has been fully established, producing a superior quality of oatmeal.

The C. O. Bartlett & Snow Co., of Cleveland, O., suffered a severe loss by fire on the morning of Apr. 11. The main buildings were badly damaged, and the greatest loss is in patterns. The fire broke out shortly after midnight and immediately spread thruout the main buildings. The office building was not much damaged and the power plant also escaped serious damage. As the larger part of the machinery was not seriously damaged arrangements were made to start the machine shop within a week and the boiler shop in two weeks. Small orders are being filled from stock which was not damaged. The main machinery building is now under cover; and the delay will not be serious.

How much does the rising generation know about you and your goods? Many unadvertised articles have a fairly satisfactory sale on account of the reputation gained in times when advertising was not so largely used and so powerful as it is now. Those who learned to use them then use them still. The older people cling to the things to which they have become accustomed, but they will soon pass away and a new generation will take their place. This new generation, accustomed to advertising and the use of advertised goods, naturally forms the habit of buying the advertised articles, and knows and cares little about the unadvertised. Consequently, the non-advertising manufacturer is sure to see his trade slipping away from him little by little until practically nothing is left.

Philippine Imports and Exports.

Philippine imports of breadstuffs for the 10 months prior to Nov. 1, 1904, were 68,815 bus. of grain and 157,652 barrels of wheat flour; compared with 45,899 bus. of grain and 161,978 barrels of wheat flour for the corresponding months of 1903.

The hay imports amounted to 3,386 tons; compared with 1,305 tons for the first 10 months of 1903.

The rice imports amounted to 527,369,593 pounds; compared with 688,955,171 pounds for the same period of the preceding year.

The hemp exports of the Philippines for the 10 months amounted to 103,216 tons; compared with 108,437 tons for the same months of 1903, as reported by the War Department.

Good-By, Suckers, Good-By

Notwithstanding suckers in all parts of the country have recently been fleeced by bucket-shops and other get-rich-quick concerns, with unusual dexterity and dispatch, each day brings into public view the disappearance of promoters of other bucket-shops and get-rich-quick schemes.

Recently the American Mercantile Co., which was doing business at St. Joseph and Kansas City, closed its doors and covered its sign with the heartrending legend, "GOOD BYE, SUCKERS, GOOD BYE."

One week later a Chicago concern, working suckers along similar lines, under the name of the Keystone Commission Co., closed its doors and put out the sign, "YOU ARE ALL SUCKERS."

C. C. Goodrich & Co., the firm with the 12 pools, which was exposed in the Grain Dealers Journal for Feb. 25, one month before closing its doors, has not yet been heard from, and no doubt its suckers are now looking for other ways to make money easy.

You are all Suckers



Cover's Dust Protectors
Rubber Protectors, \$2.00
Metal " " 1.50
Sent postpaid on receipt of price; or on trial to responsible parties. Have automatic valves and fine sponges.
H. S. COVER
153 Paris St. South Bend, Ind.

HOW TO BUY AN ELEVATOR

The cheapest, quickest and most satisfactory way to buy an elevator is to make your want known to all elevator owners thru the "Elevators Wanted" columns of the Grain Dealers Journal.

Not only are you sure to have a greater variety to select from, but you can depend upon obtaining the full advantage of the bottom price. Nothing is added for commission or "a percentage in case a high price is obtained."

Read what others have done:

D. Bestor, Lenox, Ia.: Please discontinue my advertisement of elevator wanted. I have received enough propositions for the present.

C. F. Barnhouse, Morral, O.: Have lots of answers to my adv. of elevator wanted.

J. W. Benson & Co., Heron Lake, Minn.: We have bot the elevator of W. J. Kinne thru the ad in the Journal.

Julius Kunz, Wesley, Ia.: Since inserting my ad I have procured two elevators. I am in touch with several other propositions and will no doubt be able to close on some more; all of which came about thru the recent ad run in the Journal.

R. J. Riley & Co., Symerton, Ill.: You may discontinue my advertisement of elevator wanted. I am getting elevators offered on all sides, and think I can get one out of the lot.

E. R. Ulrich & Sons, Springfield, Ill.: Please discontinue our advertisement (elevator wanted) in the Grain Dealers Journal, as we have as many applications as we care for at present.

McMorran Bros., St. Paris, O.: You will please discontinue the ad as we have about all the correspondence we can take care of.

W. O. Rearick, Milroy, Pa.: Please discontinue my ad in your Journal for elevator and coal business wanted, as I am now offered so many good places through your valuable paper, that I hardly know which to go to see first.

Supreme Court Decisions

Where an award provided for the delivery of certain stock to plaintiff, or payment of its value, in an action thereon, an affidavit of defense that the stock was not worth the value placed on it by the arbitrators is insufficient, as the value was one of the questions submitted.—*Brock v. Lawton*. Supreme Court of Pennsylvania. 59 Atl. 997.

An award under a submission in the country—not a statutory award—cannot be impeached at law by evidence of misconduct of the arbitrators in becoming intoxicated while performing their duties, or other cause not apparent on the face of the award.—*Billmeyer v. Hamburg-Bremen Fire Ins. Co.* Supreme Court of Appeals of West Virginia. 49 S. E. 901.

The contract of a carrier is not completed with merely placing the car containing the goods on a side track in its yard at the station of consignment, but its obligation continues until there is a delivery at the station or warehouse where such goods are customarily unloaded and delivered.—*Loeb v. Wabash Ry. Co.* Kansas City Court of Appeals, Missouri. 85 S. W. 118.

Where a carrier has no freighthouse at a station, and consignees are expected to unload from the car, a consignment of grain cannot be considered as delivered and the transportation ended until the consignee has been notified and the car placed where it can be conveniently unloaded.—*Bachant v. Boston & M. R. R.* Supreme Judicial Court of Massachusetts. 71 N. E. 642.

Where goods are stored in a warehouse specifically agreed upon, and are removed therefrom to another place by the bailee without notice to or knowledge by the bailor, and those goods are there destroyed by fire, the bailee is responsible to the bailor for their market value in an action of conversion, or in the nature of conversion.—*McCurdy v. Wallblom*. Supreme Court of Minnesota. 102 N. W. 873.

An instrument written by a tenant, and to which he attaches his landlord's name, stating to the one to whom it is addressed that the landlord has nothing to do with the tenant's part of his crop, does not necessarily affect the landlord's lien, and is not of itself, and in the absence of a showing that property rights are involved thereby, the subject of forgery.—*Williams v. State*. Court of Criminal Appeals of Texas. 85 S. W. 800.

A bucket shop which accepted a margin to protect a short sale of stock to a third person, who took the long side of the deal, and who finally paid the bucket shop, for the seller, the difference between the market price of the stock at the time of settlement and the sale price, could not, when sued by the seller for his profit, assert the illegality of the transaction between the seller and the buyer.—*Overholt v. Burbridge*. Supreme Court of Utah. 79 Pac. 561.

The consignee of a car load of onions having refused to accept the same because of its damaged condition, the carrier, after a delay of eight days, shipped the property to another place to be sold for freight charges. After such shipment,

but before sale, the consignee demanded the property, offering to pay the charges, which the carrier refused. Held a conversion of the property, the sale not being such as is provided for by Rev. St. 1895, arts. 328, 329.—*M., K. & T. Ry. Co. of Texas v. C. H. Rines & Co.* Court of Civil Appeals of Texas. 84 S. W. 1092.

One is liable in an action of trespass for causing an attachment against a debtor to be levied on a consignment of goods in the custody of a common carrier, the title to which was in a third person, to whom a bill of lading covering the shipment had previously been duly assigned by such debtor; and, if the property so levied on was brought to sale under the attachment proceedings, such third person would be entitled to recover damages for such unlawful seizure and sale.—*Farmers & Traders Nat. Bank v. Allen-Holmes Co.* Supreme Court of Georgia. 49 S. E. 816.

All that is required to justify the setting aside of an award of arbitrators on the ground of fraud, bias or undue influence is that the evidence satisfies the jury of the truth of the allegations in the complaint. An agreement to arbitrate the loss under a policy of insurance is a waiver of the want of due proofs of loss. Where the verdict of a jury of \$750 for loss under a policy of insurance is supported by sufficient evidence, an award of \$73.50 by arbitrators for the same loss is so grossly inadequate as to require setting the same aside.—*Perry v. Greenwich Ins. Co.* Supreme Court of North Carolina. 49 S. E. 889.

Where a shipper drew a draft on the consignee, and delivered the draft, with a bill of lading attached, to a bank, and, after the draft was dishonored, entered into a contract with the bank by which the shipment was to be disposed of by the bank, and the proceeds thereof applied to the credit of the shipper's overdraft, the shipment was in the possession of the bank from the time of the delivery of the bill of lading to it, and, under the contract between the shipper and the bank, was not subject to attachment by a creditor of the shipper.—*Bank of New Roads v. Kentucky Refining Co.* Court of Appeals of Kentucky. 85 S. W. 1103.

Rev. St. 1895, art. 4496, provides that, in case of the refusal to deliver property shipped, the carrier "shall pay the party aggrieved all damages sustained with costs of suit, and * * * shall in addition pay to such party special damages at the rate of five per cent. per month on the value of the same at the time of shipment for the negligent detention thereof beyond the time necessary for its transportation." Held, that the provision for special damages for detention does not apply in an action to recover the value of a consignment of property not delivered at all, but converted by the carrier.—*M., K. & T. Ry. Co. of Texas v. C. H. Rines & Co.* Court of Civil Appeals of Texas. 84 S. W. 1092.

Under Code 1896, Sec. 2706, authorizing the assignment of a landlord's claim for rent, such an assignment may be by parol, or by delivery of a rent note, or by appropriate words in a mortgage granting to the assignee the rents due the landlord for a given year. An assignment of rent by a landlord, under Code 1896, Sec. 2706, authorizing such an assignment, and giving the assignee all the landlord's rights, gives the assignee a lien on the crops, which he may convert into a legal

marketable title to the crops by reducing them to possession. The assignment by a landlord of his claim for rent, authorized by Code 1896, Sec. 2706, need not be recorded.—*Bennett v. McKee*. Supreme Court of Alabama. 38 South. 129.

It is the duty of a common carrier to whom goods are delivered for transportation to forward them promptly, and without unreasonable delay, to their destination. If he fails to do so, and negligently and carelessly delays the shipment, and the goods are overtaken in transit and damaged by an act of God, which would not have caused the damage had there been no delay, he is liable, even though the act of God could not reasonably have been anticipated. The negligence and unreasonable delay is such a proximate or concurring cause as renders a carrier liable. This rule applies whether the goods in their nature are perishable or non-perishable.—*Bibb Broom Corn Co. v. Atchison, T. & S. F. Ry. Co.* Supreme Court of Minnesota. 102 N. W. 709.

Where the bill of lading issued by the initial carrier for goods to be transported over several connecting lines of railroad, and which may be forwarded over different lines to the place of destination, contains no directions or agreement on the subject, the right to designate the route of transportation rests, by implication of law, with the carrier, and becomes a part of the contract. The right is not absolute or inalienable, however, and the contract in this respect may be changed or modified by subsequent parol agreement between the shipper and the carrier. The evidence is examined, and held to sustain the verdict of the jury to the effect that such an agreement was made between the parties in the case at bar, and that it was founded upon a sufficient consideration, and its violation by defendant entitled plaintiff to damages.—*Steidl v. Minneapolis & St. L. R. Co.* Supreme Court of Minnesota. 102 N. W. 701.

Plaintiff contracted to sell and defendant to purchase 800 barrels of corn then on plaintiff's farm, at \$2.50 per barrel, plaintiff to deliver the corn at defendant's mill, where it was to be weighed and paid for. Plaintiff shelled and sacked the corn in defendant's sacks, and stored it for defendant, and offered at various times to deliver, when defendant requested plaintiff to hold the corn, and made small payments on the price until plaintiff made the last tender, whereupon defendant repudiated the contract, and refused to accept the corn. Thereafter plaintiff fed a portion of the corn to his stock, and sold the remainder at \$1.50 a barrel, without notice to defendant. Held that, though the contract was executory when first made, it became executed by the subsequent conduct of the parties, though it had not been weighed, delivered, or paid for. By disposing of corn without notice to defendant, plaintiff did not consent to a rescission of the contract, nor waive his action for damages resulting from defendant's refusal to accept delivery and make payment at the contract price. Plaintiff, on defendant's refusal to accept delivery, was entitled to recover the difference between the contract price of the corn and its market value at the time he used and sold it on his own account, less the payments made. In an action for breach of a contract for the sale of corn, a fair public sale is competent, and ordinarily satisfactory, evidence of its value.—*Mayberry v. Lilly Mill Co.* Supreme Court of Tennessee. 85 S. W. 401.

The Seed Corn Special.

The seed corn special which originated in Iowa has become such a potent factor in the general campaign for intensive agriculture that its advantages are being recognized and utilized in different sections of the country, seed corn specials being run over lines in Maryland and Pennsylvania as well as through the Southwest where the Frisco has commenced an active campaign for improved seed and larger yields.

The origin of this idea must be credited to the grain trade. It will be remembered that Prof. Holden addressed the Iowa Ass'n. at its annual meetings last spring and the spring before. Some time before the meeting last year M. McFarlin of Des Moines was traveling over the road with Division Superintendent Given also of the Hawkeye capital. In discussing the corn crop and Prof. Holden's work in a general way, Mr. Given suggested the practicability of Prof. Holden's travelling over his division in a coach for the purpose of delivering short lectures to the farmers at each station on seed corn. The more the subject was discussed, the better it was thought of, and finally it was decided to attempt to arrange for such a trip.

Shortly afterward a meeting was held at the office of the Iowa Grain Dealers Ass'n. and Sec'y. Wells was requested to arrange with Prof. Holden to make such a trip. At first the promoters were somewhat doubtful as to whether or not the farmers could be induced to attend such lectures, but it was felt certain that if they could hear any of the Professor's lectures they would enter into corn growing with some enthusiasm and far more intelligence. The matter was canvassed with the local grain dealers at each station, and each was urged to use his individual influence to induce every farmer to attend the lecture at his station.

Arrangements were finally consummated and the Rock Island ran a train from Des Moines to Ruthven and Sibley, making fifty stops. An average attendance of about one hundred farmers was secured at each station. Shortly after another trip was made over the D. M. I. F. & M. R. R., stopping at each station. About one hundred farmers attended each of these lectures. Another trip was organized on the C., B. & Q. and during the four days the average attendance at each lecture was about two hundred farmers.

The seed corn special was conceived so late in the spring that it was not possible to plan and conduct the work so systematically and effectively as has been done this year, as it was necessary to do all the work before the farmers began planting.

The eagerness with which the farmers sought the information last year prompted the Secretary of the Iowa Assn. to prepare in advance for this spring's campaign, and accordingly he induced the different Chicago Iowa roads to consent to run Seed Corn Specials over their lines this spring. The Secy. made up a list of stations, dividing junction points between the different lines so as to avoid duplication and economize in time and labor as well as reach the largest number of farmers. This arrangement was completed and schedules made up between the C., R. I. & P., the C. & N. W., the C. M. & St. P. and the Illinois Central. This work has already been completed and the farmers who attended the lectures have been mailed copies of Bulletin No. 77 of the Iowa Agricultural College.

These special trains have consisted of two private cars and three audience coaches, the party being made up of Prof. Holden and four or five other speakers who assist in the work, all the preliminary arrangements being left to Secy. Wells of the state assn. Local committees have been organized at stations where it is intended to stop and business men have been enlisted to talk up the Seed Corn Special and interest the farmers in the benefits to be derived from attending the



Secy. Geo. A. Wells.
Conductor of Seed Corn Specials.

lecture. The business men have been prompt to recognize the benefits to their business as well as to the farmers, hence seem to have entered into the work quite enthusiastically.

No advertising or printed matter of any character has been given out excepting posters giving the schedule of trains and no circulars of any kind are distributed from the train, but as the farmers leave the coaches they are requested to give their names to the station agent and he forwards them to the Iowa State Agricultural College at Ames which mails a special Seed Corn Bulletin to each. This bulletin covers the principal points in the lectures and helps in promoting the work.

The general program of this spring's campaign includes about 30 evening programs in opera houses and halls, and at stations where halls are located conveniently to the track arrangements are made so that farmers are all seated when the train arrives and the lecture can proceed immediately. The coaches accommodate an audience of about 400. The schedules of all the roads include about 600 station stops and no doubt it is the greatest campaign that has ever been made.

The three principal points which the lecturers attempt to impress upon the farmers are: First, a simple method of grading the seed and adjusting the planter so that a uniform number of kernels will be dropped in each hole.

Second. A simple method of testing by the use of a germinating box, so that no corn will be planted except that which has strong vitality and, aside from climatic causes, must without question produce vigorous stalks and ears of corn, provided the seed has had proper breeding and the scrub element eliminated.

Third. A simple method of breeding corn along the same lines as the breeding of live stock, so that the farmer may improve the quality of his seed and eliminate that element in the seed that produces barren stalks and stalks that yield nothing but nubbins.

No one who has listened to Prof. Holden deliver one of these lectures can

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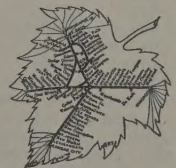
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doubt that he will succeed in impressing the majority of the farmers with the great advantage to be derived from adopting the simple methods he recommends. The actual results in the yield and quality of grain may not attain its greatest increase for several years to come, but if the farmers would only exercise a little of the care he suggests the benefits derived will be so great as to encourage them to adopt more of his suggestions.

It is truly remarkable that so great a work should be instituted by those who have the work to do without profit or expectation of reward of any character. All of the work is done without compensation. The railroad companies furnish the trains free of cost, the agricultural college is furnishing men and seed corn bulletins free as a part of the college work and the Iowa Grain Dealers Assn. is doing its part without any compensation whatever. All hope that the state's yield of corn may be increased at least 5 bushels per acre and thereby add at least 20 per cent to the total volume of the grain shipped out of the state. This will mean some additional revenue to the railroads, but also additional profit to the farmers.

It is estimated that the corn yield of the state can readily be increased 50,000,000 bushels per year. If the results desired are attained surely those whose good work brought it about will be justified in pointing with pride and satisfaction to the benefits of their efforts. The Iowa campaign has been for improved seed corn and if the farmers will take active interest in the work and act on the suggestions given the reward from their labor on the farm will be greatly increased and that too without driving any poor lone elevator man out of business.

The grain dealers of the state can increase the influence of this campaign for better seed corn and more careful methods of cultivation by studying up on the subject and talking it over to their farmer friends at every opportunity. They can prove of material assistance to farmers not reached by the seed corn specials and help them to the securing of greater profits from the cultivation of their land. The more the country dealers are able to use the country newspapers and to echo Prof. Holden's advice to the farmers of their district the greater will be the influence of the Seed Corn Special.

Exports.

Buckwheat exports for the 8 months prior to Mar. 1 were 233,803 bus.; compared with 30,773 bus. for the same months of 1903-4.

Broom corn exports for the 8 months were valued at \$154,314; compared with exports valued at \$161,854 for the corresponding period of the preceding years.

Glucose exports for the 8 months were 114,552,451 pounds; compared with 104,458,262 pounds for the corresponding months of 1903-4.

Hay exports for the 8 months were 42,064 tons; compared with 38,640 tons for the corresponding period of 1903-4.

Oil cake and oil meal exports for the 8 months were 15,170,515 pounds of corn oil cake and 443,264,564 pounds of linseed oil meal; compared with 9,547,769 pounds of corn oil cake and 483,689,655 pounds of linseed oil meal for the same months of 1903-4.

Corn oil exports for the 8 months were 1,916,295 gallons; compared with 2,567,725 gallons for the corresponding period of 1903-4, as reported by O. P. Austin, chief of the bureau of statistics.

Reducing Fire Hazard With Barrels and Buckets.

BY C. A. M'COTTER.

It is a matter of record with those who study fires and means of extinguishing them, that barrels of brine and buckets put out, annually, more fires than all other appliances combined. A fire increases in intensity at a geometrical ratio every five minutes. A fire that a few buckets of water would extinguish when started in an elevator, is difficult for a fire department ten minutes after, would mean a large water damage in fifteen minutes, and rarely is stopped, without practically a total loss of property, if continued thirty minutes.

A fire discovered in its first stage and put out with a few buckets of water is considered insignificant and forgotten. The conflagration was stopped just as much as though one thousand times the water were used, while the resulting benefit of small damage is greatly in favor of the bucket of water. In the recent cereal mill fire at Cedar Rapids, Iowa, it is reported the watchman discovered a fire started by a hot journal. He put it out with a few pails of water and the loss would have been nothing, if the danger had been watched. Upon return of watchman in fifteen minutes a fire had developed which stand pipes and hose and the fire department could not stop until a million dollar damage had resulted.

Among recent fires about elevators, saved by barrels of brine and buckets was one exposed by a burning elevator, another where cobs were ignited by hot exhaust from gasoline engine, and still another where a heavy pressure of wood against a coupling on shaft started a fire. The last resulted in a \$1000 damage to grain, but the plant was saved.

There are no class of factories, mills or warehouses but keep well placed barrels of brine and buckets for fire protection, even after providing every other kind of fire fighting appliances. The insurance companies have educated property owners to supply those appliances and reduce the number of losses. For some reason neither the insurance companies nor grain dealers have considered these simple water protection appliances in connection with elevators. Instead the question of fire hazard has been left to take care of itself and elevators insured in a bunch at any old cost. In any elevator, today, that is worth its cost, for business purposes, the business, itself demands the protection of barrels and buckets of water. With the prospect of a large crop to handle, the profit loss will be heavy to everyone whose elevator burns during the next nine months.

Imports and Exports of Rice.

Imports of rice and rice products for the 8 months prior to Mar. 1 were 27,496,929 pounds of rice and 47,197,992 pounds of rice flour, rice meal and broken rice; compared with 50,270,077 pounds of rice and 51,812,203 pounds of rice flour, rice meal and broken rice for the corresponding months of 1903-4.

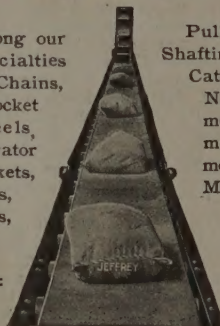
Exports of rice and rice products for the 8 months were 42,882,969 pounds of rice and 30,957,314 pounds of rice bran, meal and polish; compared with 818,286 pounds of rice and 24,297,535 pounds of rice bran, meal and polish for the corresponding months of 1903-4, as reported by O. P. Austin, chief of the bureau of statistics.

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In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10 1/2 x 15 1/2 inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

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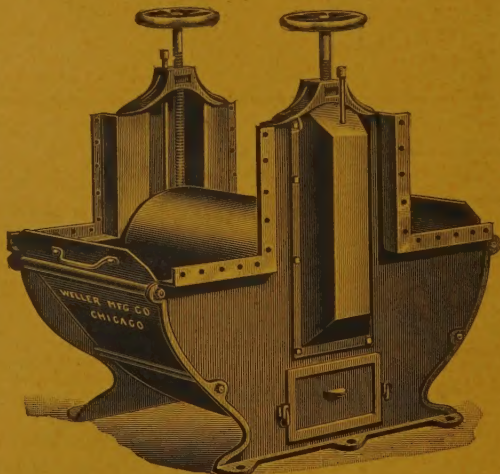
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Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on sterling ledger paper, and substantially bound in full heavy canvas covers.

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